URBAN/MUNICIPAL
CA4 ON HBL A05
C51P4C 1991

Agendas/minutes of the
Central Area Plan Implementation
Subcommittee of the Planning
and
Development Committee



CA4ON HBL A05 C51 P4C
1990 1991
URBAN/MUNICIPAL

capic

CENTRAL AREA PLAN IMPLEMENTATION COMMITTEE

a Subcommittee of the Planning and Development Committee

c/o CITY HALL, 71 MAIN STREET WEST, HAMILTON, ONTARIO, L8N 3T4

URBAN MUNICIPAL
JAN 17 1991
GOVERNMENT DOCUMENTS

NOTICE OF MEETING

Friday January 11, 1990 1

9:00 a.m.

Room 233, Hamilton City Hall

David Godley

David Godley, CAPIC Co-ordinator
(546-4229)

AGENDA

1. Chairperson's Remarks

2. Members' Reports (two minutes maximum)

3. Minutes of Meeting held December 14, 1990 (attached)

4. Public Participation Discussion

   a) Public participation philosophies (David Godley) (attached)
   b) Current status of Neighbourhood plans and groups (David Godley) (attached)
   c) Central/Beasley PRIDE Citizen's Advisory Committee (Mary Domagala) (attached)
   d) Citizen's Parks Group (Mary Domagala)

5. Information Items

6. Other Business

a) 1991 Work Program (Mary Domagala) (attached)

Next Meeting February 8, 1991

** Please note that the meeting of January 11, 1991 will be dedicated to discussions on Public Participation **

capic

3.

CENTRAL AREA PLAN IMPLEMENTATION COMMITTEE

a Subcommittee of the Planning and Development Committee

c/o CITY HALL, 71 MAIN STREET WEST, HAMILTON, ONTARIO, L8N 3T4

MINUTES

CENTRAL AREA PLAN IMPLEMENTATION COMMITTEE

City Hall, Room 233

Friday December 14, 1990

MEMBERS ATTENDING

Charles Forsyth - Chairperson	First Place
Russell Elman - Vice Chairperson	Durand Neighbourhood Association
William McCulloch	Alderman Ward 2
Arthur Lomax	Hamilton Automobile Club
Gloria DeSantis	Social Planning and Research Council
Maggie Fischbuch	Citizen Member
Gil Simmons	North End Neighbourhoods

REGRETS

John Eyles	McMaster University
Kay Nolan	Separate School Board
John Nolan	Past Vice-Chairperson
Ozzie Ferguson	United Senior Citizens of Ontario
Marvin Wasserman	King East Business Association
Gabriel Etele	Downtown BIA
Helen Nemeth	Beasley Neighbourhood
Andrew Mackenzie	Hamilton and District Labour Council
Mark Boyak	Hamilton Real Estate Board
Bruce Rankin	Hamilton Society of Architects
Anne Stewart	Hamilton Board of Education

STAFF

David Godley (Co-ordinator)	Local Planning
Mary Domagala (Secretary)	Local Planning
Al Little	Local Planning
Vladimir Matus	Local Planning
Dolores Beraldo	Local Planning
Janine Turnbull	Local Planning
Luciano Piccioni	Regional Planning
Bob Chrystian	Public Works
Chris Firth-Eagland	Public Works

1. Chairperson's Remarks

1. The Chairperson announced that Kevin Christenson would not be available to give the presentation on the Crystal Palace.

2. Members' Reports

2. Gloria DeSantis informed members of the 'Children Can't Fly' brochure produced by the Health Priorities Analysis Unit. The brochure addresses children and traffic problems. Gloria wanted to know if CAPIC would be interested in inviting someone to speak on the subject. David Godley suggested this be addressed under item 9, the 1991 Work Program.

3. Gil Simmons wondered whether anybody was aware of organized groups against the CBC cutbacks in this area. Nobody was aware of such groups. She also inquired whether City Council might be able to address this issue. It was felt that the City would be able to achieve little.

3. Minutes of the Meeting held November 9, 1990

4. Alderman McCulloch suggested that in the future the Chairperson and Vice-Chairperson be listed first in the attendance listing.

5. Luciano Piccioni indicated that on page 8, subsection 2 of paragraph 44 be changed to read, "That the Region request the Federal Government to ask the Crombie Commission to investigate jurisdiction issues in the Harbour."

6. Luciano also reported on the recommendations adopted by the Regional Economic Development and Planning Committee on the Crombie Commission. These were distributed to those in attendance. It was not recommended to extend the boundaries to include Hamilton-Wentworth because of the Commission's short time lines. Instead, it was recommended to have the Regional Planning and Development Department to examine a regional role in co-ordinating waterfront planning using the principles set forth in the Crombie Commission report "Watershed".

7. The minutes were adopted as amended. Moved by Gil Simmons, seconded by Gloria DeSantis and carried.

4. Actions and Updates Arising from the Minutes

8. Item 4a): Charles Forsyth indicated that the names of new CAPIC members were not forwarded to the Planning and Development Committee so that CAPIC has a chance to address the memorandum from the City Clerk pertaining to vacancies on City Committees and Local Boards. A number of ideas were put forth and the Chairperson summarized them as follows:

> 1. In deliberations CAPIC will take into account special concerns which pertain to women, visible minorities, the disabled and others;
>
> 2. Ask staff to identify any organizations or agencies relating to these groups which might have a stake in the Central Area; and
>
> 3. Submit the names previously agreed upon (John Nolan and Maggie Fischbuch) to the Planning and Development Committee for approval.

(ACTION - MARY DOMAGALA)

9. Item 4c): Russell Elman reported on the November 14th Durand Neighbourhood meeting pertaining to traffic and parking issues. CAPIC received a report prepared by Kay Nolan which highlighted some of the key points of the meeting and Russell Elman supplemented these with information contained in the minutes of the Durand Neighbourhood Plan Implementation

Committee. The Implementation Committee supports a block-by-block approach to parking regulations, certain proposals aimed at reducing through traffic in Durand Neighbourhood, front yard parking limits where rear alleys exist and increasing open space. Details are contained in the Minutes of the Implementation Committee Meeting enclosed with the agenda package for the December 14th CAPIC meeting. The Chairman summarized by requesting that CAPIC be kept informed of traffic matters in Durand and any responses from the Planning and Development Department on these matters.

11. Item 4d): Mary Domagala reported that the CAPIC brochure is presently being produced and that moneys for this project were found in the 1990 Departmental budget.

12. Item 4e): Mary Domagala reported that a letter was sent to Ted Gill and Geoff Aston of the Regional Engineering Department requesting an update on the Regional Transportation Study.

13. Item 4f): David Godley referred to the letter (distributed) that was sent to Chuck Towsley of the Harbour Commission regarding the Pier 4 Marina development. Bob Chrystian added that Public Works has been working on this proposal and will be presenting a report to the Parks and Recreation Committee on this matter. Previously, Pier 4 Park was considered as part of a larger area including the Lax property. Due to problems with the Ministry of Environment, Public Works decided to separate the development of Pier 4 Park from the Lax property for the time being. Chris Firth-Eaglund said that Public Works shares CAPIC's concerns about a comprehensive strategy to develop a link between Piers four and eight. Gil Simmons suggested that the concept plan for the area be forwarded to the Urban Design Committee for comments. Chris Firth-Eagland said that Public Works will be happy to do this once the details of the proposal have been worked out. An update on this matter will be presented to CAPIC in the new year.

(ACTION - MARY DOMAGALA)

14. Item 4g): Mary Domagala mentioned that concerns about the safety of garbage containers in the downtown area were brought to the Downtown Action Plan Co-ordinating Committee (DAPCOM). Alderman McCulloch who was present at the DAPCOM meeting where this matter was discussed, reported that safety did not appear to be the main concern of city staff working with the containers. The main concern was people throwing loose garbage into the containers.

5. Crystal Palace Update

15. Bob Chrystian provided an update of the Crystal Palace Development. He described the site selection process explaining that several sites were considered for the Crystal Palace. Each site was evaluated on the basis of a number of criteria. The final selection was Commonwealth Square at a cost of $6 million. The glitch in choosing this site is the fact that the site will not be suitable for hosting the annual Mum Show. The need for better facilities for the Mum Show originally spurred the development of the Crystal Palace.

16. Discussion ensued on the Crystal Palace. Questions pertaining to access, building size, amenities and services were posed. At this point answers to most questions were not available since it is still early in the process.

17. Alderman McCulloch indicated that Gage Park would have been a better place for the Crystal Palace. Bob Chrystian was of the same opinion and noted that 57% of the people surveyed at the Mum Show thought that the Crystal Palace/Mum Show should not be moved to Commonwealth Square. CAPIC members agreed.

18. Charles Forsyth suggested that there might be a tactical way to approach this. In the next few years a great deal of priority will likely not be placed on big ticket capital expenditures. Therefore, in the context of economic realities what is the fallback position? This could be siting the Crystal Palace in Gage Park and making some improvements to the Commonwealth Square area. The consultants could be asked if Gage Park would be cost-effective and what type of programming could be facilitated in this type of structure.

19. Art Lomax inquired why Gage Park was not considered for the Crystal Palace. Bob Chrystian responded that the problem rested in the same criteria being applied as were originally used when the Crystal Palace was to be situated on the Waterfront. As well, the perception that City Hall was "messing with Gage Park" could have resulted.

20. Charles Forsyth summarized by stating that he, David Godley and Mary Domagala will get together to draft a memo to the Committee in relation to the Crystal Palace project. This memo will suggest Gage Park as the fallback position for the Crystal Palace in light of potential ctbacks to large capital projects. The memo will alos indicate a need to improve Commonwealth Square as an urban park. The consultants will be asked to comment on these ideas.

(ACTION - MARY DOMAGALA)

6. Gore Park Review Committee

21. Bob Chrystian provided background information to the Gore Park Review Committee. Essentially, there have been a number of problems with the maintenance of Gore Park due to poor soil conditions, dying vegetation, erosion of walkway stones and the dysfunctional water fountain. HSR has also wanted a new bus shelter on the southwest side of the Park. As a result, a comprehensive review of the Park was necessary to identify problems and put together a co-ordinated approach to improve the Park.

22. Chris Firth-Eagland reported on the work of the Committee. A multi-disciplinary team of eighteen members consisting of staff and private interests was pulled together for the Gore Park Review Committee. The Committee reports to DAPCOM and the Parks and Recreation Committee. There are three main areas which the Committee is addressing: physical issues; the development of guidelines so that future changes occur in a co-ordinated fashion versus piecemeal; and, a review of programming requirements for the Park.

23. A number of Task Groups have been established to examine more specific details. The Task Groups will report back in two months at which time a "plan of attack" will be developed.

24. Discussion ensued about safety issues for pedestrians in the bus area on the south side; the opening of the South leg of King to traffic; the outdoors cafe trade in the area; and, the multiple uses of Gore Park.

25. CAPIC members inquired whether there was a formal group formed in the City whose specific focus is parks. David Godley mentioned that John Norris' group could be one but that needed to be checked.

(ACTION - MARY DOMAGALA)

7. CBD Study Update

26. Vladimir Matus provided an update on the CBD Study. His presentation focused on two major factors affecting the quality of space; namely, wind conditions and light. He described the difference in shadowing on east-west streets versus north-south streets and demonstrated building envelopes. For the CBD study the committee is gathering comments to develop performance standards. These standards will assist in determining which streets should be selected for applying the building envelope concepts.

27. Discussion revolved around which streets should be selected. Vladimir noted that two committees are working on sorting the final decisions. Planning and Development Committee will authorize an open house to receive public input. Once a position is reached by the Planning and Development Committee, Council will make its final decision. The final recommendations will likely be a set of guidelines and perhaps some zoning changes.

4.a.

PUBLIC PARTICIPATION:

POLICIES AND PRACTICE FOR THE

HAMILTON-WENTWORTH AREA

September 15, 1986

1. INTRODUCTION

The Social Planning and Research Council of Hamilton and District has committed itself to encouraging community development. One means of achieving this end is to promote and facilitate increasing public participation. The purpose of this document is to provide information which will assist community groups, public and private agencies in encouraging public input into issues affecting the local community. It can be seen then as a resource manual for groups and individuals who agree with the philosophy of public participation.

The document has four major sections. Relevant literature is reviewed in the first section. The main objective here is to provide a clear definition of citizen involvement practices and principles. Several issues are covered in the review: the rationale behind public participation; an outline of the more prominant, and viable models; and finally, the costs and benefits associated with public participation are discussed.

In the second section we outline a model which, we feel, presents a viable framework for participation.

The third section is more practical in its intent, offering answers to the question of "How to increase participation". To answer this question, we organize the section around the themes of (1) implementation, (2) the types of resources which may be of use and (3) how to evaluate and monitor the programme once it has been implemented.

The final section provides an extensive bibliography which cites references not only to the theoretical literature but also to case studies and to papers dealing with technical (ie. "how to") issues.

2. LITERATURE REVIEW

2.1 WHY PUBLIC PARTICIPATION

To begin with, consider the question "What do we mean by participation?" Do we mean simply asking people to express an opinion or are we implying a larger community-wide decision-making process? Or perhaps it means waiting for the community to raise an issue, rather than going to it with an idea? There is no clear consensus as to what constitutes acceptable levels of participation. Some people are happy with the electoral process. Others feel that co-operatively organized projects are the only means of fully including concerned citizens. We need to consider some of the issues around defining participation.

Sherry Arnstein (1969) defined 8 levels of participation. Her model will be dealt with in more detail below. The main point to be noted here is that there are various degrees of participation ranging from virtual "non-participation" to full "community control". Such a broad spectrum suggests the problems with providing a simple definition of participation. The reader is referred to the bibliography which accompanies this paper to get some idea of the variety of perspectives. However, a simple working definition is provided by the Bureau of Municipal Research (1974:10) which defines citizen participation as:

> A component of the democratic system which permits non-elected members of the community to exercise some control over decision making which goes beyond elections.

This is a useful definition because it:

(1) includes a notion of the public (ie. non-elected members) which does not exclude anybody;

(2) it captures the idea of giving some element of control to these people; and

(3) it is broad enough to include perceptions of citizen participation ranging from Arnstein's non-participation through to calls for more radical changes. It therefore allows groups from many persuasions to have some common point of focus.

What then are the objectives of public participation? The most fundamental concern is to get residents of a community (or some other scale) involved in all aspects of the planning process. At this point, it should be made clear that planning is used in a very broad sense to refer to social, economic and landuse planning. Further, it refers to public and private practices. For example, a decision by a private property developer is a planning decision by that organization. Members of the community who are likely to be affected by such a decision must be given adequate opportunity to have meaningful input into the process. Similarly, a local government decision regarding day care should actively encourage participation by people potentially affected. In a crude sense public participation seeks to encourage "consumers" (whether of an actual good or service, or of some externality) to interact with the "producers" (government or private agency). Public participation then, is concerned with a redistribution of power in an attempt to increase the well-being of the entire community.

Public involvement in decision making does not imply the compromise of technically-sound and technically-aided solutions to problems. To ensure that this compromise does not occur, there must be acceptance of the responsibility

to educate and inform the public equally in preparation for a successful decision-making process. At the same time, planners must be willing to be educated by the public (Friedman, 1973). "Mutual education of the planners and public through an exchange of information must occur" (Creighton, 1981, p.4). The educational role of the participation programme is therefore a two way process and must be assessed on the basis of two factors:

> 1) how effective is it in educating the planners, 2) how effective is it in educating the public. (Ayer, 1972,p.4)

Several principles are crucial to an effective public participation programme.

1) The programme must provide every individual who is affected by plans of change, an equitable opportunity to participate in the planning process. To meet this objective, citizens must be involved early in the process. All input offered by citizens must be considered through recording and feedback mechanisms. Participants must further be informed as to the effects of, or responses to, their input.
2) The programme must serve to identify relevant public concerns and values as well as resolve conflicts which arise out of planned changes. The identification of these conerns is as much the responsibility of the community participants as well as the "developers of the project". That is, citizen participation encourages communities to be <u>initiative</u> rather than reactive.
   A key requirement for this objective to be realized is the collection and provision of adequate information about the project, the community, attitudes toward the plans for change, and the types of

input people are prepared to make.

3) The programme must seek to develop a consensus on the issue. Clearly this objective can be more easily attained if the participation process is fair and reasonable and carries credibility within the community. It will also require that the public have a role to play which assists in the decision-making. This role must be defined and understood early in the process and may need to be tailored differently to suit various planned changes.

To establish a balance between community needs, project goals and available resources, there is a need for a well-defined co-ordinating system and enabling structure. Citizens must understand how their input will be considered and influence - even change - decisions. Government response to citizen input is crucial and must be honest and legitimate. The enabling structure must reinforce citizens' belief that they can participate in a meaningful way.

The most vital aspect of a successful enabling structure is the provision of adequate information about the project. However, access to such information only in the final stages of decision-making presents a barrier. Information must be available from the beginning of the process (ie. at the problem identification stage). Citizens require knowledge to participate meaningfully and contribute. Any information concerning the consequences of decisions must be made clear to participants; without this, problems will arise. At the same time however, a public participation programme must

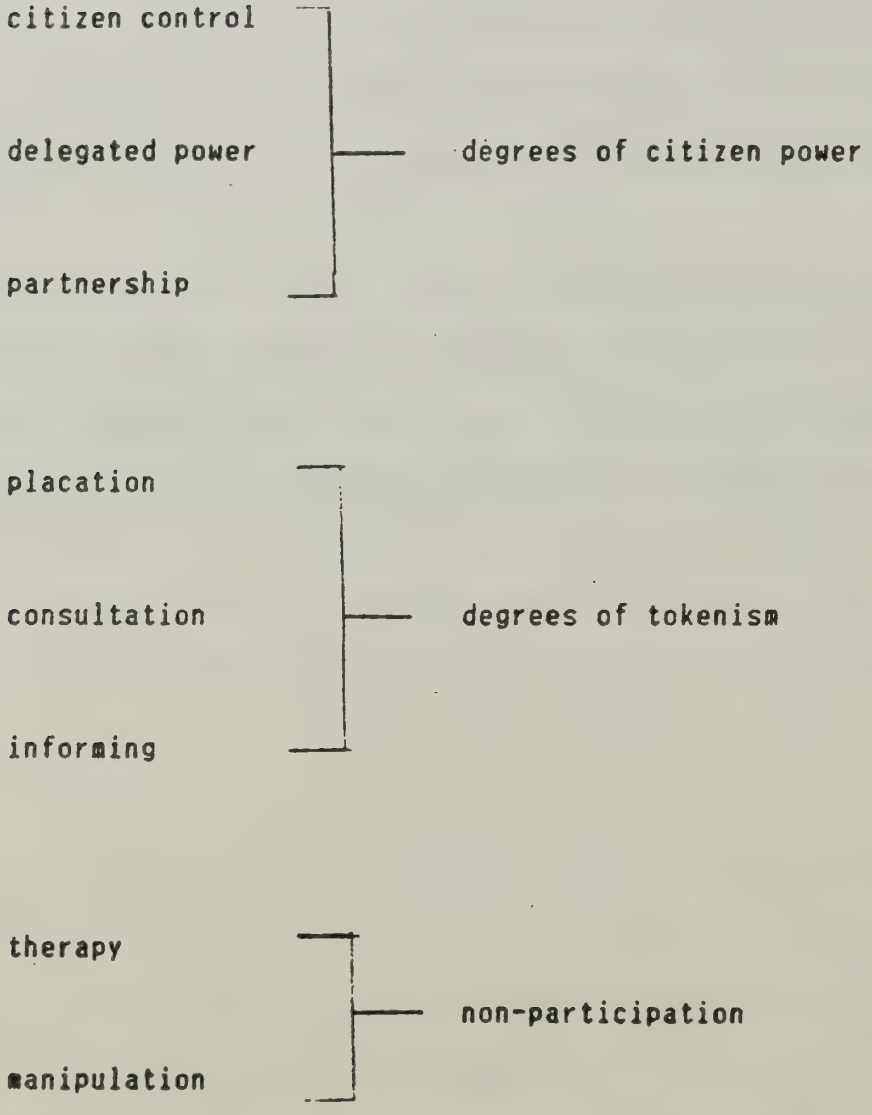
emphasize the reciprocity of information. The community must also provide information to whatever agencies may be involved in meeting actual or potential needs.

A well developed programme which promotes community input should seek to minimize actions which essentially monopolize time, or only offer criticisms which reflect limited self-interests in a project. They should, on the other hand, work to motivate all involved and support efforts to participate.

Finally it is important to allow flexibility in the programme, without sacrificing the integrity of previously stated ideals, in order to respond to any unexpected developments. Again, the onus to respect and constructively use this flexibility is on <u>all</u> parties that are interacting around a particular issue.

TABLE 1

LADDER OF CITIZEN PARTICIPATION



Source: Arnstein (1969)

Public Participation is Partnership

The City & Citizens

Public Participation Policy

Goal

The City of Ottawa is committed to a democratic, open and responsive Government. It firmly believes that the public has a role to play in influencing Municipal Government.



City of Ville d' Ottawa

Information

Policy Statement

The City will inform the public of ongoing policies and programmes of the City in a manner that will be:

a) Clear, concise, accessible and timely;
b) designed to achieve a broad understanding of Corporate policies and programmes and their impact on the total community.
c) in both official languages and other languages where required.



General Procedures

The City will:

- Seek out areas in which lack of knowledge of City policies and programmes prevents understanding of and action on, municipal activities by the public.
- Test information material on the public it is intended to serve.
- Provide for feedback on and periodic evaluation of information material.

Implementation Guidelines

1. Identify public to be informed:
   - **Level 1** • All citizens or the whole area of the City.
   - • Specific groups within the overall City area.
   - **Level 2** • Constituents of a ward, similar size area, or special interest constituency.
   - • Specific groups within the ward or constituency.
   - **Level 3** • Area or constituency smaller than a ward (local)
2. Identify appropriate method(s) for reaching public involved.*
3. Test information material for clarity to client public.*
4. Allow adequate preparation time so that material produced will be timely.
5. Include a contact name for further information or feedback.
6. Set up an evaluation procedure.

**As appropriate, confer with:*

- *Community Resources Division*
- *Clerk's Office*
- *Advisory Committee*

Notification & Consultation

Policy Statement

The City will actively seek opinions, attitudes and advice of individuals, community and special interest groups regarding any new policies and programmes as well as contemplated or impending changes to existing policies and programmes in a manner that will, prior to decisions being taken:

a) ensure that proper information and notification is provided to facilitate consultation
b) ensure that appropriate opportunities are provided for consultation to occur
c) ensure that reporting mechanisms are in place which will provide Council with complete and unbiased results of this consultation
d) ensure that notification be provided and opportunities for consultation be available in both official languages and other languages where required.



General Procedures

The City will:
when new policies or programmes, or changes to existing policies or programmes are contemplated or impending,

- notify, and
- provide opportunities for consultation to those citizens of the City, or parts or constituencies thereof, who are affected.

Implementation Guidelines

1. Identify public to be notified and consulted:
   - **Level 1** • All citizens or the whole area of the City.
   - • Specific groups within the overall City.
   - **Level 2** • Constituents of a ward, similar size area, or special interest constituency.
   - • Specific groups within the ward or constituency.
   - **Level 3** • Area or constituency smaller than a ward (local).
2. Identify type of input required:
   - • general comments
   - • specific concerns
   - • technical review comments
   - • ideas for solutions
   - • problem solving
3. Develop appropriate processes and techniques in order to*
   - • Notify the public involved.
   - • Consult with the public involved.
   - • Identify possibility for a community building component.
   - • Establish a recording and feedback mechanism.
   - • Set up an evaluation procedure.
4. Carry out the appropriate notification and consultation process.
5. Evaluate the process of notification/consultation.

Community Building

Policy Statement

The City will encourage citizens to take action on their own behalf to meet community needs in a manner that will:

a) define and meet their own needs with respect to municipal services;
b) use their expertise;
c) develop City programmes in partnership with citizens;
d) provide these opportunities in both official languages and other languages where required.



General Procedures

The City will:

- consider the provision of staff and/or other resources to aid citizens to define their needs for community services and to develop community organizations and expertise to meet these needs, either through their own efforts or in partnership with the City.
- approach the planning and delivery of community services in a manner which will provide opportunities for community development and action.

Implementation Guidelines

1. Identify public to whom community building initiatives apply:
   - **Level 1** • All citizens or the whole area of the City.
   - • Specific groups within overall City.
   - **Level 2** • Constituents of a ward, similar size area, or special interest constituency.
   - • Specific groups within the ward or constituency.
   - **Level 3** • Area or constituency smaller than a ward (local).
2. Identify type of resources required: material, educational, financial, personnel.
3. Develop and carry out an appropriate process which will:
   - • develop the capabilities and use the expertise of community members.
   - • facilitate the interchange of information and problem-solving throughout the community on an ongoing basis.
   - • assist community groups to relate to each other for mutual benefit and development.
4. Utilize appropriate feedback and evaluation techniques.

For information
Community Development Department
Community Resources Division
563-3080

FEATURE



Winnipeg's COMMUNITY COMMITTEES

Bringing civic politics to the people.

For more than seventeen years, Community Committees have been an integral element in Winnipeg's decision-making process. Why they perform such a vital role is clearly stated in the white paper which formed the basis for the creation of the City of Winnipeg Act in 1971: "It is possible to devise at the community level a framework within which the local citizen cannot merely perceive clearly the issues affecting him, but can act forcefully and effectively in his own self-interest."

In essence, Community Committees offer Winnipeg's citizens the opportunity to participate in political decisions.

Originally numbering 13, changes adopted in 1977 reduced the number of Community Committees to the following six:

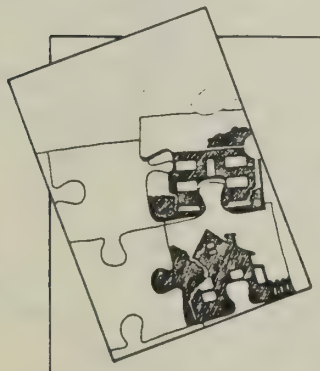
1. **City Centre-Fort Rouge**
2. **St. James-Assiniboia**
3. **Lord Selkirk-West Kildonan**
4. **East Kildonan-Transcona**
5. **St. Boniface-St. Vital**
6. **Assiniboine Park-Fort Garry**

Furthermore, the number of wards was reduced from 51 to 29. The ward and Community Committee distibution has undergone additional review earlier this year. The changes introduced have been noted in the box below.

Structure

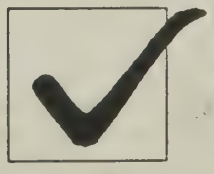
Community Committees provide a decentralized, neighbourhood-based public forum. This decision-making process attempts to balance Winnipeg's traditional Standing Committee system that deals with more functionally grouped issues. The system is unique in Canada in that elected Councillors sit as members of Council, as members of functional Standing Committees, and as members of local Community Committees, all simultaneously.

Given that Winnipeg Councillors are elected on a ward basis, with twenty-nine



Major Changes

The past year bore witness to considerable change in the political character of civic government in Winnipeg. Two events in particular helped shape this change: the restructuring of wards and community committee boundaries and the recent municipal election.



1 Boundary Changes

In March 1989, the Winnipeg Wards Boundaries Commission released its final report which was subsequently passed in the legislature. Although the total number of wards remained at 29 many ward boundaries were adjusted to better correspond with recent population data and settlement patterns. Through this reallocation process, the St. James-Assiniboia Community was reduced to 3 wards from 4, and the St. Boniface-St. Vital Community was increased to 5 wards from 4.

2 Municipal Election

The October election resulted in a number of new faces at City Hall. In fact, 13 of the 29 seats changed hands. Coincident with this development was the passing of a Provincial statute amending the City of Winnipeg Act to grant more power to the mayor. Together these two changes should result in a significant difference in political decision-making and accountability. Refer to page 10 for a list of councillors as well as a summary of the mayor's new role.

FEATURE

wards representing a total population of more than 600,000 citizens, ward and Community Committee scale issues are an extremely important part of a Councillor's mandate. The six Community Committees have evolved to the point where they represent the first line for managing neighbourhood and community issues. Of particular interest to the activities of the Department of Environmental Planning is the role of Community Committees in relation to planning, zoning, and land-use control.

Mandate

As outlined in The City of Winnipeg Act, the Community Committees have the following mandate:

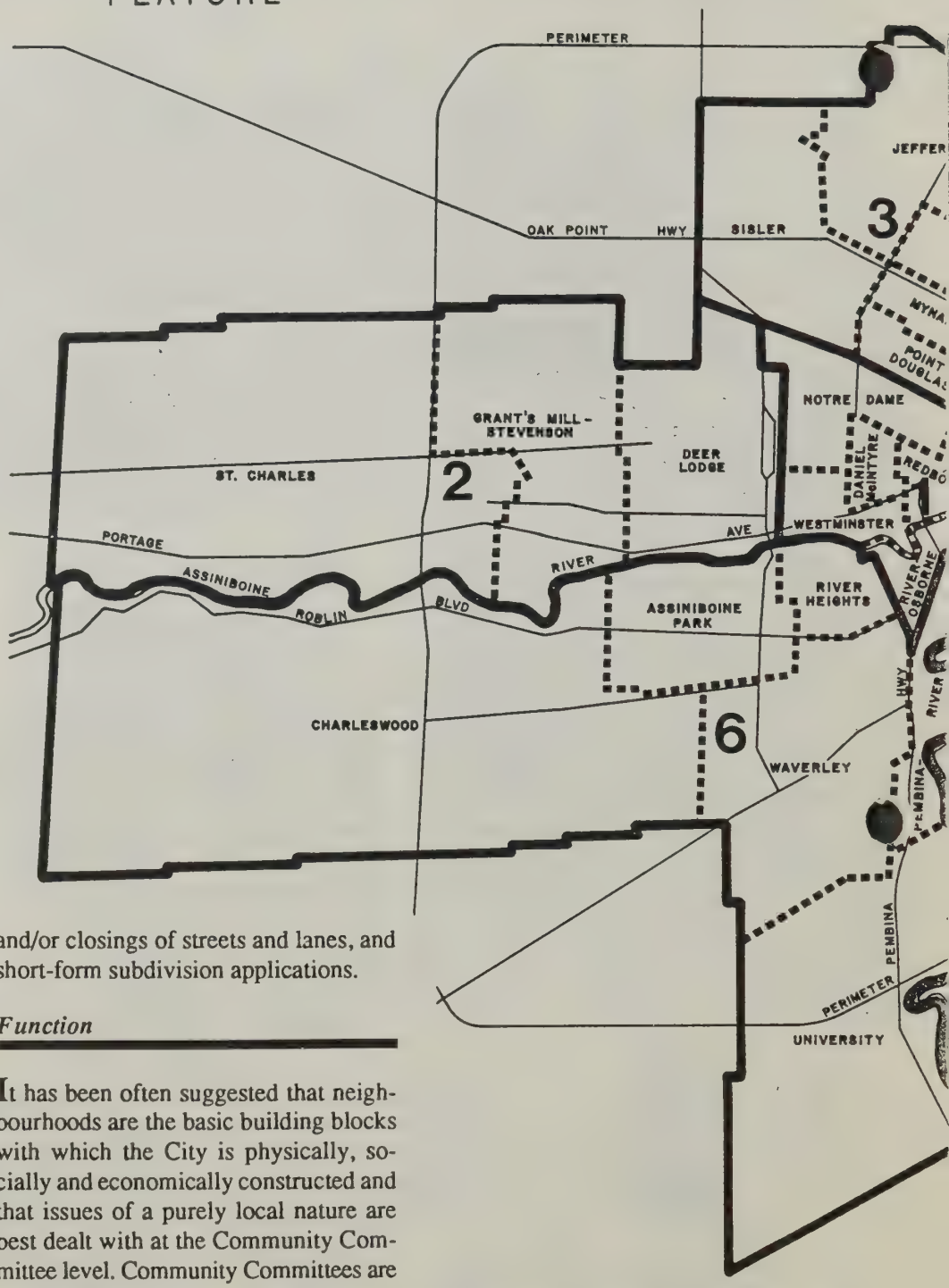
1. to maintain the closest possible communication between the City and the residents of the community,

Community Committees are closest to local issues and are most capable of responding to the neighbourhood's needs.

2. to develop and implement techniques that inform residents about City activities, and
3. to develop and implement techniques for soliciting advice and assistance from the resident advisory group.

Legislation further requires that Community Committees be the first and only public hearing body regarding applications for rezoning and/or subdivision, variance applications, conditional use applications, proposed zoning by-law text amendments, action area plans and subsequent amendments, and amendments to zoning agreements.

In addition, Community Committees are consulted regarding land consent applications, proposed Plan Winnipeg amendments, proposed Community Plan amendments including a first public hearing, the proposed listing of a Grade III historical building under the Historical Buildings By-law, the legal openings and/or closings of streets and lanes, and short-form subdivision applications.

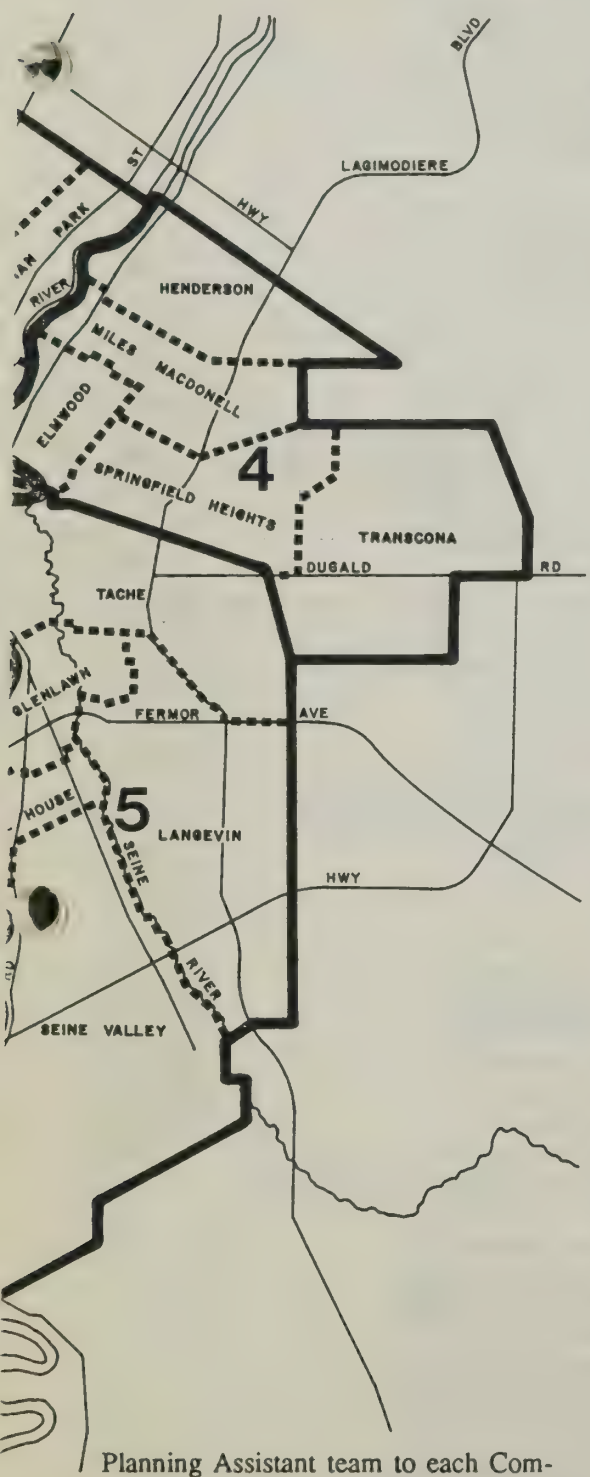


Function

It has been often suggested that neighbourhoods are the basic building blocks with which the City is physically, socially and economically constructed and that issues of a purely local nature are best dealt with at the Community Committee level. Community Committees are closest to local issues and are most capable of responding to the neighbourhood's needs. Certainly, they are the most directly affected by decisions made on behalf of neighbourhoods and by conflicts that develop within neighbourhoods. Community Committees, and local councillors as members of Community Committees, are the first to become aware of neighbourhood issues and potential controversy. Consistent with this theme, Community Committees have a very important and regular role to play in land-use and development decision-making. In this regard, there is a close working relationship between members of Community Committees and staff members of the Department of Environmental Planning.

Administrative support is given to Community Committees through the assignment of a District Planner/District

FEATURE



COMMUNITY	*WARD*
1. City Centre - Fort Rouge	*Notre Dame* *Daniel McIntyre* *Redboine* *Westminster* *River-Osborne*
2. St. James - Assiniboia	*St. Charles* *Grant's Mill-Stevenson* *Deer Lodge*
3. Lord Selkirk - West Kildonan	*Jefferson* *Sisler* *Kildonan Park* *Mynarski* *Point Douglas*
4. East Kildonan - Transcona	*Henderson* *Miles MacDonell* *Elmwood* *Springfield Heights* *Transcona*
5. St. Boniface - St. Vital	*Tache* *Glenlawn* *Langevin* *Riel House* *Seine Valley*
6. Assiniboine Park - Fort Garry	*Pembina-Riverview* *Waverley* *University* *River Heights* *Assiniboine Park* *Charleswood*

Planning Assistant team to each Community Committee. Such support is essentially technical in nature, particularly during public hearings conducted by the Community Committees. In the case of development applications such as rezonings, subdivisions, variances, conditional uses and other special approvals, the planner/planning assistant team conducts an analysis of the proposal, prepares a detailed report for the Committee members, and attends the public hearing in order to support the report and provide technical assistance. In the more general context of small area planning, the same staff is available to the Community Committees to provide assistance in the preparation of special studies and reports, and for meetings with residents groups, land owners or other concerned citizens.

Public Input

Community Committees conduct public meetings on a regular basis, generally every three weeks. (See schedule on page 11.) At these meetings, the Community Committee hears the applicant's presentation regarding a given development proposal as well as comments by any person wishing to stand either for or against that proposal. Both oral and written comments may be received. Most development applications such as zoning variances, conditional uses, rezonings and subdivisions require posting of the subject site fourteen days prior to the hearing date. In addition, conditional uses, rezonings and subdivisions require that advertisements be placed in both major newspapers prior to the public meeting. This "public notice" is necessary to ensure that as many interested persons as possible are made aware of the applications so that proper representation can be made.

In addition to dealing with these somewhat formalized procedures with development applications, Community Committees also set general development directions for the community and its neighbourhoods. In emerging areas, usually on the edges of the built up areas of the City, concept plans are prepared by the Department of Environmental Planning at the direction of a Community Committee to be used as guides for development. In existing neighbourhoods, the Community Committees are responsible for issues such as neighbourhood stabilization, zoning rationalization and managing infill development.

Council has become increasingly reliant on the local Community Committee to resolve neighbourhood issues.

In summary, it is important to recognize that Community Committees have evolved to become the most capable body for managing and moderating local issues. This responsibility is not so much the product of legislative requirements, rather it is the result of seventeen years of experience whereby Council and its Standing Committees have become increasingly reliant on the local Community Committee to resolve a variety of neighbourhood issues. ■

For more information contact the District Planning Branch at 986-2635.

Neighborhoods:

Smaller, More Responsive Local Government

Thomas J. Mikulecky

Municipal officials, both elected and appointed, as well as community leaders and citizens with pride in their community, go to great lengths to devote time and money to promoting or advertising the "good life" in their communities. They boast about assets, services, and facilities, claiming competitively with one another that the "good life" is so much more achievable in their community than in others. And in many cases they are right because these assets do indeed contribute to the quality of life.

But facilities and services are not the most important factors contributing to the quality of life. Most people point to friendships and associations with others with whom they can relate and be comfortable as contributing most importantly to their way of life. They find these people in a variety of places and associations, but in cities they find them most often within their own neighborhoods.

Most cities are so large and diverse as to defy the term community. If community implies a common denominator of understandings, agreements, and values regarding "way of life," then certainly few cities are communities. The term is used more as a rallying point for promotional purposes than as a portrayal of reality or to describe the suburbs. Rather, cities are a patchwork or "quilt" of neighborhoods, each one of which contains a somewhat greater denominator of values than does the city as a whole. When we move (and especially when we *must* move), the neighborhood we choose to live in is selected on the basis of our compatibility with those already there, both economically and socially. Usually without research, but certainly relying on the senses, assumptions are made when renting or buying living quarters that a significant number of values will be shared with those already resident there. By making that decision we in effect adjust ourselves to that neighborhood, change some ourselves, and then contribute to the vitality of that neighborhood's lifestyle.

Policy-Making Structures

Public officials often discuss the "manageability" of local governments, usually calling them more unmanageable if they are more diverse. Public policy becomes increasingly difficult to formulate if it is expected to respond to the needs of the greater diversity. And public policy often fails to be made if the demands are too diverse to comprehend or deal with. But, as the saying goes, "In each problem, there lies an opportunity." Truly creative municipal policy-making and management personnel must consider using diverse neighborhood organizations as policy-making structures rather than be thwarted by the diversity of neighborhoods—which goes back to the matter of the relative efficiency of decentralized decision making. Or, to put it another way, how important is it to be efficient, when questions recur about how effective and responsive municipal policies are in dealing with the well-known problems of local government?

Public management literature contains much on neighborhood decentralization. Maybe the files and bookshelves need to be culled in favor of a new attitude or perspective. That new attitude would not regard neighborhood organizations as a threat to administration of the whole city, nor would it regard neighborhood store fronts or vacant buildings as just places to center municipal activities (although that is sometimes appropriate). Rather, the opportunity lies in recognizing, accepting, and utilizing the "quilt-

Thomas Mikulecky is a public management consultant, Peoria, Illinois. He is a former city manager of Peoria.

like" characteristics of our local governments for the purpose of policy making and of long-term growth of real communities within them. This involves the promulgation, support, and use of neighborhoods in planning and servicing our cities.

Diverse Responsibility Levels

Not only are neighborhoods diverse in economic and social terms, they are also diverse in their capability to take on responsibility. In Peoria, for example, some neighborhood organizations have been in place since World War II or since the subdivisions were originally platted. Many of these neighborhood leaders are accustomed to involving their organizations in city planning and service-oriented policy making. Other organizations come and go, depending upon the quality of their leadership, and are not currently fit to be the focus of true decentralization of policy-making authority. They will continue to be inconsistent and unreliable as long as the local government fails to give them that opportunity, and prevents them from being actively involved or assuming genuine responsibility.

If municipal officials are to consider true decentralization, values must be reconsidered because responsiveness to citizen-neighborhood needs may not be consistent with the time-cherished values of efficiency and economy (the guarding of the tax dollar). In fact, neighborhood-level decision making suggests a different level or mix of services in each neighborhood, along with the specter of considerable inconsistency and inequality of service, leading to potential inefficiency and diseconomies citywide that might as a whole cost more in taxes and fees. Will citizens be willing to pay more? They are already unhappy paying for what they are or are not getting now. Perhaps they would be willing to pay more if they had a more direct and tangible say over what services they were to receive. Government has become large and remote; it can be made smaller, closer, and more controllable.

A New Resolution

With this as background, it is appropriate to promulgate a council policy resolution, which would be an invitation to the neighborhoods to become increasingly responsible for quality of life, while the council divests itself of some of that responsibility, depending upon the varying capabilities and growth rates of neighborhood leadership.

This new council policy would do three things:

1. Formally structure neighborhood review and approval into all land use decision making prior to review by the citywide commissions.
2. Invite leaders of neighborhood organizations to seminars or workshops with officials/administrators to discuss and explore what local government functions can be decentralized, and give neighborhood councils the opportunity to decide what their neighborhoods will look like, how they will be used, and what services will be received.
3. Declare the local government's intention to decentralize not only services, but the authority over the mix, level, character, and financing of those services, and its intention to enter into agreements with formally structured neighborhood corporations capable of assuming that responsibility. **PM**

In The Time
It Takes To Write Up These,



We Can Write Up All Of These.



For a free brochure on the hand-held computer and software package that can record housing rehabilitation inspections and produce construction-quality write-ups, cost estimates and specifications automatically, call 1-800-234-SPEC. And ask for The INSPECTOR.

CHIP. Putting Computers In The Hands Of Housing Professionals.
325 East Fourth Street, Cincinnati, Ohio 45202
1-800-234-SPEC

Creating Neighborhood Connections

Frank Benest

In different kinds of settings, local governments are reexamining how neighborhood strategies can enhance governance and service delivery. In commuter-oriented suburbs, communities are trying to use homeowner associations to improve communication and rapport with new suburbanites who often identify more with their subdivision than with the community-at-large. In urban environments, cities are looking to neighborhood groups to counter gangs and drug pushers and to help take back parks and community centers, if not the streets themselves.

Local governments are using a variety of approaches to overcome the lack of connectedness between suburban families and their local governments.

Local government officials must acknowledge a variety of problems in adopting neighborhood strategies. First, there is mutual distrust. Local government officials often belittle what they perceive as the limited and parochial concerns of neighborhood groups. In turn, neighborhoods perceive local government as unconcerned, if not uncaring, about their particular interests. Second, it is difficult to involve residents in helping to govern or deliver services. Suburban parents feel overwhelmed and exhausted as they return from long commutes with hardly any energy to fix dinner or ask their kids what happened at school that day. Poorer urbanites are often too overwhelmed with the task of eking out an existence and dealing with the threats of neighborhood crime and violence to participate in municipal affairs. Third, governments hoping to contract out work to local community groups are hindered by state public bidding laws, union opposition, liability concerns with groups who cannot properly indemnify the local government, and work standards and quality assurance issues.

Even with all these constraints, government officials are looking at creative ways of harnessing the energy of neighborhood groups to achieve the following:

- improve two-way communication between city hall and the neighborhoods
- increase effectiveness of programs that require resident cooperation for success (e.g., recycling, water conservation, crime resistance)
- develop rapport between local government and neighborhoods, as well as help neighborhoods identify with the entire community.
- recapture facilities controlled by gangs, criminals, and drug users.

Building "Community" in a Commuter Society

In certain high-growth areas of the country, many commuter families are moving farther away from their urban jobs in search of affordable housing. Less and less social interaction takes place among people because homes have become cocoons.[1] Instead of playing at the local park or even in our yards or socializing on the front porch, we have created recreation rooms. Instead of going to the movies, concerts, or theater, families have home entertainment centers. Instead of going out to shop, we order by catalog or even electronically. We only open our front door for the pizza man.[2] And "veging out," especially as a

Frank Benest, Ph.D., is city manager of Brea, California.

"couch potato," has become an art form.[3]

In identifying with their subdivision, residents are often aloof at best to the total community and particularly to city government. This is a serious issue. If people do not act as a community, concerned with their neighbors and their local leaders about mutual problems, then municipal government cannot successfully solve the significant problems facing cities.[4]

Cities are using a variety of approaches to overcome this lack of connectedness between suburban families and their local government.[5] At the most basic level, local governments are using a neighborhood strategy for public information and citizen input. In my community of Brea, California, high-level elected and appointed officials routinely attend homeowner associations to inform residents of new initiatives, such as affordable housing, or to enlist their support in recycling, water conservation, fire prevention, or crime resistance. When public works projects disrupt neighborhood life, city staff go door-to-door disseminating "Street Watch" fliers. Staff also work with volunteer neighborhood contacts to spread the word. Several Brea homeowner groups have created "telephone trees" to pass on information, including news from city hall. In the same fashion, the planned community of Irvine, California, works with more than 100 homeowner associations, which serve as conduits of information and cosponsor public forums on city-related issues. Of course, to grab the attention of "cocooning" families, local governments must focus on emotionally compelling issues, including neighborhood safety, child care, subdivision landscaping, neighborhood recreation facilities, traffic, and other growth management issues.

Some local governments involve neighborhoods in the governing process. The city of Simi Valley, a southern California suburb of 100,000 residents, has created four neighborhood councils whose executive boards are appointed by the city council. All residents live within one of the neighborhood council areas and can participate in the monthly meetings. The city routes most development proposals for review and recommendation through these councils. Neighborhood-generated issues like traffic safety are also reviewed by them. The councils make recommendations to city departments as well as to the Planning Commission and city council. A full-time staff person coordinates technical assistance to the neighborhood councils.

Going beyond improving public information, generating input, and enhancing citizen cooperation, some cities involve neighborhood groups in problem-solving, program planning, and program oversight. In Brea, the city council directed staff to work with the South Walnut Neighborhood Association in responding to complaints about day laborers congregating on street corners. With the neighbors' help, city staff developed and funded a Job Center for Day Workers operated by a nonprofit agency. Anglo and Latino representatives from the South Walnut neighborhood helped plan the program and now sit on an oversight committee to ensure the program is conducted properly.

To create a feeling of connectedness and promote rapport between city hall and the neighborhood, some cities like Fresno, California, actively assist neighborhood associations in organizing street and block parties. Involving neighborhood groups in community-wide special events and celebrations (e.g., farmers markets, downtown street dances, outdoor summer film festivals) can help enlarge their sense of community beyond the neighborhood.

Finally, some cities have institutionalized their ongoing and growing relationship with neighborhoods. For example, Pasadena, California, has created a Neighborhood Connections Office within its Communications Department. This office maintains liaison and offers multifaceted services to over 70 neighborhood associations throughout the city. It serves neighborhoods by offering technical assistance and "how to" guides to groups wishing to organize. The office provides copy machines, computers, typewriters, and a lettering machine for neighborhood associations. Staff help organize neighborhood cleanup and beautification campaigns and serve as ombudsmen in assisting residents to deal with elected and appointed officials. Staff also identify emerging development and other issues affecting particular neighborhoods and suggest how groups can advocate their needs to the Planning Commission, city council, and other policy-making bodies. Of course, any local government taking this approach has to deal with the potential conflict created by staff assistance to neighborhoods that may oppose official government positions.

Taking Back the Streets

In most suburbs, local governments have not relied on community groups for direct service delivery. Some suburbs, such as those in Fullerton, California, do fund scouts and other groups to clean up litter in parks. Any coproduction of services with neighborhood groups, however, is minimal.

In contrast, big-city governments are now considering neighborhood strategies to reclaim parks, gyms, community centers, and other municipal facilities in crime-ridden neighborhoods. For example, Los Angeles has

identified 66 "dead parks" controlled by gangs, addicts, and drunks.[6] These are parks where swings are broken, tennis court nets are missing, and swimming pools are marred with graffiti and filled with broken bottles. Real fear keeps neighborhood residents away. A recently developed Community Mobilization Plan, commissioned by the city of Los Angeles, suggests that neighborhood action can recapture these dead parks.[7]

While city police and park staff are essentially "visitors," community members can provide an around-the-clock presence. Consequently, Philadelphia officials supported community groups that picketed suspected crack houses and held barbecues and block parties in drug-infested parks and on street corners to disrupt drug activity. To create a real sense of community ownership, the city of Toronto, Ontario, Canada, has organized "neighborhood park corporations," voluntary citizen boards that direct city staff and programming at local facilities.[8] Going a significant step forward, city government in Anchorage, Alaska, contracts with neighborhood groups to spot and report zoning violations, remove abandoned vehicles and trash piles, manage ski trails, and manage and maintain local recreation facilities.[9]

In crime-ridden neighborhoods, direct government, intervention may be less than successful. Support (including funding) of neighborhood groups may not only cost less than direct government action, it may also be more effective in taking back municipal facilities.

Adopting Uncomfortable Roles

To use neighborhood strategies, local governments need to adopt new kinds of roles. These new roles involve using creative neighborhood-based communication approaches, helping organize community groups, providing technical assistance and other resources to existing groups, and even funding neighborhood associations to deliver services and manage municipal facilities. These new roles can be integrated into existing departments and/or facilitated by a neighborhood services office.

In addition to adopting these nontraditional and perhaps uncomfortable roles, local governments must accept more risks (e.g., liability exposure), overcome legal barriers (e.g., public bidding regulations), and often tolerate conflict between neighborhood perspectives and official government positions. The payoffs, however, can include creating better relationships, communication, and cooperation between government and residents and, in some cases, reclaiming neighborhoods. **PM**

[1]Beth Ann Krier, "The Essence of Cocooning," *Los Angeles Times*, August 7, 1987, Part V, p.1; and "Americans' New Quest, Seeking Safety of the Cocoon," *Marketing News*, v.20, no. 23, November 7, 1986, p.27.

[2]Daniel Whitehurst, presentation to City Managers Department, League of California Cities, San Diego, California, February 11, 1988.

[3]David Blum "Couch Potatoes: The New Nightlife," *New York*, July 20, 1987, pp. 24-30.

[4]Frank Benest, "Building 'Community' in Commuter Societies," *Western City* Magazine, September 1988, pp. 22-24.

[5]*Ibid.*

[6]David Johnston, "The Dead Parks," *Los Angeles Times*, September 3, 1987.

[7]Jack Foley, "Taking Back the Parks," *California Parks and Recreation*, Summer 1990, pp. 31-38.

[8]*Ibid.*

[9]Tom Fink, "Need Neighborhood Services? Try Hiring the Neighbors," *Governing*, October 1989, p.86.

Resources for Local Government

For general technical assistance, contact National Association of Neighborhoods, 1651 Fuller Street, N.W., Washington, D.C. 20005, 202/332-7766, no fax number.

For assistance in communicating with neighbors, contact the City and County Communications and Marketing Association (3CMA), 1511 K Street, N.W., Suite 715, Washington, D.C. 20005, 202/628-7144, fax 202/628-6630

Second Interdisciplinary Conference on Urban Air Quality
Boulder, Colorado **Clarion Hotel**
October 29-31, 1990

Urban planning directly impacts the air quality of a community. The Second Interdisciplinary Conference on Urban Air Quality held in Boulder in November, 1988 presented the results of the first detailed interdisciplinary study of the Denver haze problem. Since then advances in the understanding of the interrelationships between planning and air quality have occurred. These will be presented in the sessions for the Second Conference. Sessions will combine papers, oral presentations, and poster sessions covering scientific, policy and land use, transportation and fuels, and health issues from a national perspective.

Air quality has an economic impact on communities, large and small. This Conference will address strategies of the future for improving air quality, resulting in a healthy economic climate.

Incorporating air quality requirements and meteorology into landuse and urban planning has been a goal of policy-makers for years. This Conference will bring together scientists, planners, regulatory personnel, policy makers, environmentalists, and others to present an interdisciplinary action plan to use air quality concepts in the planning process.

The Conference will provide a forum to blend concepts into policy, plans and workable solutions.

Registration $140. For information contact
Conference Coordinator, (303)441-4260.
National Air Quality Center, P.O. Box 791, Boulder, Colorado 80306

A Neighborhood Revolution Hits Richmond City Hall

Anne Amoury

If you listen closely, you will hear a quiet revolution taking root in Richmond, Virginia. It began when the citizens launched a successful coup d'etat against "business as usual" at city hall. Ironically, it was the city government's leaders who ordered the takeover.

In early 1987, Richmond's city council directed City Manager Robert C. Bobb to find a way to focus on municipal needs at the neighborhood level. In an answer to this mandate, the city administration developed a revolutionary program that turned the traditional decision-making process upside-down. This approach replaced the old, top-down process with a grass-roots, bottom-up approach, which required time and patience.

The program's goal is to "develop strong, viable neighborhoods by coordinating the planning and service delivery process in a way that directly responds to needs at the neighborhood level."

According to City Manager Bobb, the program's goal is to "develop strong, viable neighborhoods by coordinating the planning and service delivery process in a way that directly responds to needs at the neighborhood level.

The Neighborhood Team Process (NTP) recruits citizens from all walks of life and invites them to the local government decision-making table. For some veteran city employees, the presence of these new guests at what they traditionally viewed as "their" table caused some anxiety and frustration. This discomfort, however, was a normal growing pain in a radical transformation of the way Richmond's local government does business.

Anne Amoury is assistant to the city manager, Richmond, Virginia.

An Organizational Transformation

Admittedly, this intrusion of laypersons can be a bit unsettling for some local government professionals accustomed to doing their jobs in the familiar, temperature-controlled environment of their offices. In many cases, their experience in dealing with citizens came mostly courtesy of Ma Bell. But the launching of the NTP uprooted these professionals from their desks and scattered them throughout the city's neighborhoods. This required a transformation of the organizational culture from a highly structured pyramid into a dynamic, multidisciplinary, citizen-oriented style of governing. This represented a dramatic change for many city employees, who had come to expect to be "beaten up" by citizens in citizen meetings. But they would find that the give and take goes both ways when each player is making a good-faith effort to improve neighborhoods.

The NTP is driven by a philosophy that local government in the year 2000 must drastically change the way it does business. It also offers municipal administrators a new style of managing shrinking resources. As the faucet of state and federal dollars slows to a mere trickle, local governments are forced to become more self-sufficient. In that process, we must also take a much more critical look at the services we provide, doing away with any duplications or unnecessary programs. It seemed only natural that the most credible "experts" to help us design our more streamlined plans are the residents whose neighborhoods our decisions would affect. This ap-

proach calls for not only the tailoring of services to individual neighborhood needs, but also the inclusion of representatives from *all* neighborhoods in that decision-making process.

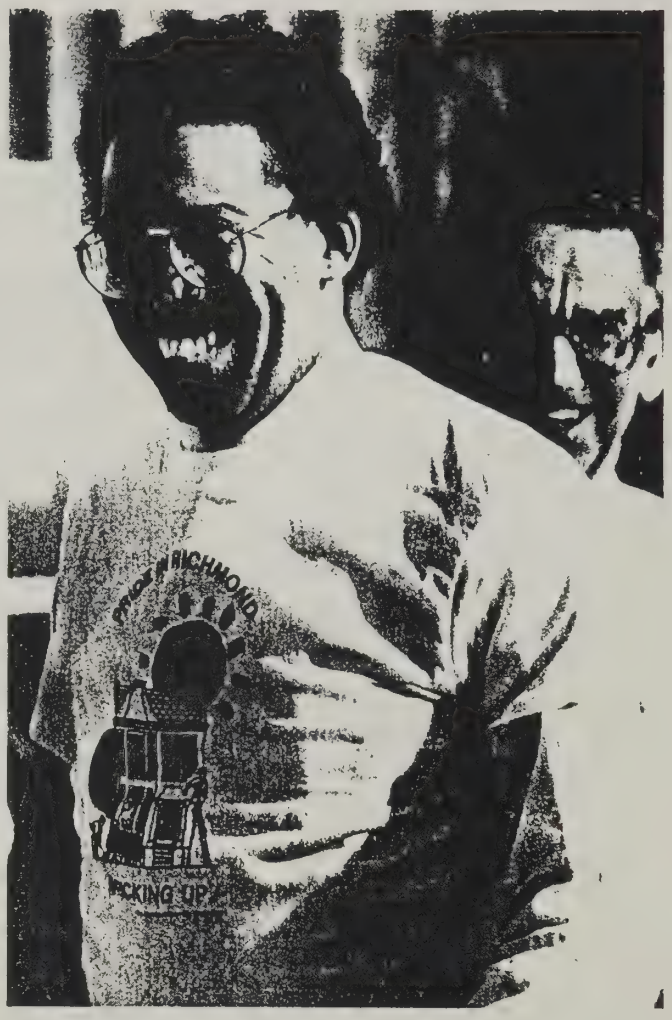
"Bobb emphasizes that only through a neighborhood team-like process can city staff develop and maintain the kind of informal, close links with the people they serve. He notes, "One of the greatest challenges of this process is to create more effective relationships between city employees and residents in our neighborhoods."

But, not surprisingly, this is not as easy as it sounds, according to Lyn J. Boyer, deputy director of community development and coordinator of the NTP. "It's definitely a lot harder to run a city government with 300 extra people at the decision-making table," she said. Boyer, however, would soon discover that the new process would ultimately reinvigorate both city employees and citizens as it began to yield positive results.

How NTP Works

The first step of the NTP was to transform an unlikely assortment of residents from over 100 diverse neighborhoods into nine working teams. (Because of a lack of interest, one district eventually dropped out of the process, leaving only eight active districts.) To keep the NTP teams from becoming politically driven bodies, the city's nine planning districts (from the Master Plan) were chosen rather than electoral districts. As a result, no district is covered by just one city council member. Bobb felt that the end result would be "more organized, efficient, citizen-oriented teams that would be held accountable for ensuring that the city tailors its services to the actual needs of individual neighborhoods." In most cases, members of these teams would not otherwise have crossed each other's paths. As such, these teams included a tremendous cross section of interests, represented by city officials, business people, nonprofit organizations, civic associations, and citizens.

For example, it is not unusual to find a six-figure-income business owner seated next to an elderly retiree whose fixed income barely allows him or her to buy groceries. But in the team meetings they become equal partners in the endeavor to set priorities for the city, based on the individual needs of their neighborhoods. One citizen NTP leader was most impressed with the program's effect as an equalizer. "One of the most positive aspects of the process is that it places citizens and city staffers side by side, which tends to do away with the 'us versus them' mentality and eventually becomes a 'we' frame of mind," said William Lee Weinkowski, an architect and one of the citizen neighborhood district team chairpersons.



Richmond City Manager Robert C. Bobb joins citizens and elected officials in kicking off an NTP-oriented spring cleanup program.

But this cross-cultural education did not end in the meeting rooms. In addition, team members went on tours of their districts, further educating and enlightening themselves on the diversity of their own neighborhoods. Yet despite all this exposure to the many aspects of the city's diversity, one citizen NTP leader maintains that the process did not turn up any surprise problems. That is, the process focused more on the difficult task of prioritizing, rather than merely identifying problems. The NTP offered citizens who might otherwise try to get everything done for their neighborhoods "a triage system of neighborhood problems," according to citizen neighborhood district chairperson Carl Otto. A small business owner/manager, Otto said that one of the most significant accomplishments of the NTP is that it has taught people to narrow their focus to three top priorities.

Reactions and Results

So far, most citizens have reacted positively to the NTP. Most of all, they like being able to connect with a familiar face and name when they need various services. In fact, one citizen participant noted that one of the greatest benefits of the process has been getting to know city officials personally. Another participant has noticed a significant change in the attitude of city employees who deal with citizen problems. Employees no longer answer with an automatic "no" in response to a request to fix a problem. Instead of being told that "there's not enough money or staff or equipment" or "that's the way we've always done it," employees are showing an earnest effort to work alongside citizens to come up with creative solutions. Thanks to the NTP, people are learning who to call directly for specific problems, which makes a big difference in getting action. For citizens and staff, the improvement in communication was probably the most important result of the NTP. As a result, a change in attitude has also begun to manifest itself outside the NTP in dealing with citizen complaints.

This is just the type of reaction the city manager was hoping to evoke when, at the outset of the NTP, he told participants that this program would "lay the groundwork for virtually every other program or issue in city service, including crime-fighting, street improvements, and neighborhood beautification." The city manager has been proving his personal commitment to the process by attending two team meetings a year for each district. In addition to these meetings, he also attends regular meetings that bring together all the team leaders, who talk about their common problems and concerns. The fact that the manager was willing to commit this much time and to listen directly to the concerns of the participants lent credibility to and enthusiasm for the process.

For citizens and staff, the improvement in communication was probably the most important result of the NTP.

In a recent survey to assess citizen reaction to the NTP, one resident wrote that what she liked most about the process was that it "allows residents to really feel that their concerns about their neighborhoods are being heard. When we come to these meetings, we know there will be someone from the city who will hear us and can be held accountable." This heightened, public accountability has made the city staff much more responsive to service requests, including better followup. It also gives citizens a feel for how city government works.

This new approach can be equally enlightening for public administrators. One resident had been trying to get a manhole replaced for two years. He decided to try working through the NTP to resolve this seemingly impossible task. After mentioning the problem at a team meeting, the citizen ended up educating the NTP coordinator on just what working through the system means from a citizen point of view. The coordinator had to cut through red tape that had been wrapped around and knotted through a wide array of players, including the power company, the telephone company, the property owner, and the sewer department. She finally offered to pay for the manhole cover and 10 days and $15 later, Boyer had accomplished what the citizen had tried to get done for two years. The citizen was happy and the city official enlightened.

But instead of taking on each individual need as a personal cause, the NTP urges participants to integrate this give-and-take into the overall process of governmental decision making. The final result is entrance into the "inner sanctum" where theories and priorities are hammered into actual services delivered through paid staff, computers, boom trucks, and street sweepers—the annual budget.

In late 1989, the Public Works Department used the NTP plans to help shape its Capital Improvement Plan budget. As a result, many citizens got what they wanted and needed for the following fiscal year. For example, one NTP wheelchair-bound participant got safe sidewalks in his neighborhood. Other needs voiced in NTP meetings, which became budgetary realities, included playgrounds for small children (Tot Lots) and an abandoned vehicle towing program. In fact, the city was surprised to find that abandoned vehicles turned out to be one of the citizens' top three concerns. In response, the city made arrangements with a private contractor to tow these vehicles for free and to pay the city $50 for each vehicle unclaimed after 45 days. Under Virginia law, cars unclaimed for that period automatically become the property of the government and can be sold for parts and scrap metal.

Another concern that surfaced during NTP meetings was the fact that six pay phones on one street corner had become a hot spot for selling drugs. Because the NTP included built-in representatives from the Police Bureau and from the phone company, participants were able to come up with a creative solution to this problem. The phone company

is working with the city to convert the pay phones to rotary phones, which drug dealers cannot use with their beepers, and to alter the phones so that incoming calls cannot be received.

The NTP provides an extremely valuable source of direct citizen feedback to both elected and appointed officials. One vivid example involved the ever-present debate over raising property taxes. A majority of citizens expressed outrage at the idea of raising taxes, dramatically communicating to their elected officials that they should find needed revenues some other way. Not long after these public meetings, the Richmond council voted to reduce the tax rate from $1.53 to $1.46 per $100 of assessed value. It also serves as an excellent forum to educate citizens on various issues and programs that affect them. Speakers have addressed such topics as the annual budget, the 1990 Census, the leaf pickup program, education, the proper use of the emergency 911 number, and crime-prevention and crime-fighting programs. But unlike some canned speech by a high-level city official, presentations on these topics are made by the people who actually manage the respective programs. Citizens can ask their questions and voice their concerns directly with the person in charge.

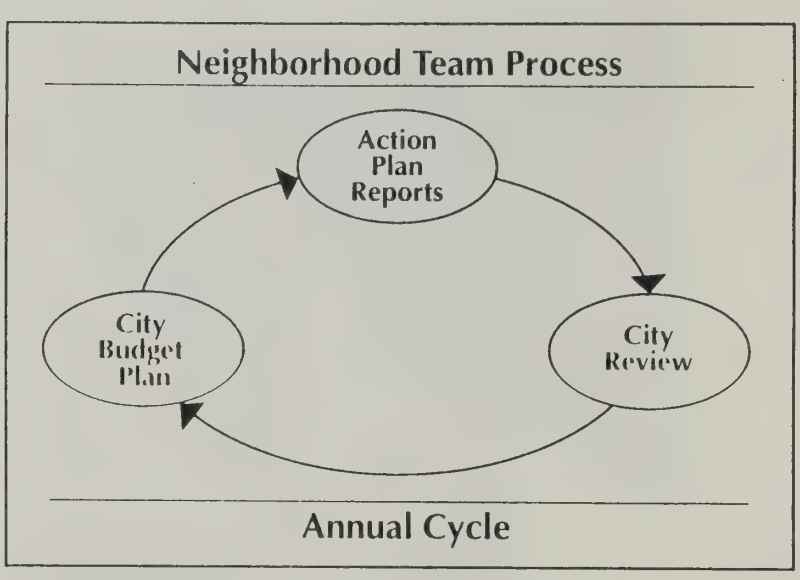
The Bottom Line

All the education, understanding, and cooperation in the world will not amount to anything unless the results of the team sessions are translated into concrete measures. Citizens will stay with the program only if they see it pay off for them. As one of the NTP's most active citizen leaders put it, a city must be ready to put its money where its mouth is before undertaking an NTP program. One district chairperson expressed it this way: "The only way I think a city should undertake this is if they have a strong commitment to neighborhood improvement. If they're not willing to make the commitment through tangible results, you might as well forget it. There's got to be that commitment."

Caveat Emptor: City Managers

If you are considering trying out some variation of the Neighborhood Team Process, consider the following land-mine-avoidance tips.

- Get elected officials to buy-in right from the start. That is, include your elected officials in the initial design of the program.
- Let your elected officials take credit for any NTP successes. It will pay off for all in the long run. Conversely, do your best to see that the NTP does not dilute the elected officials' political power. Do not take their political chips away from them.
- Strongly stress the importance of follow-up to your team members.
- Start in a smaller neighborhood if you don't have sufficient staff to implement the program citywide.
- Produce a newsletter for all participants, updating them on NTP activities and what is going on in individual districts.
- Introduce service request forms, which are designed to help citizens articulate specifically what city services they need. These forms are also very critical to followup.
- Use your team meetings as active working sessions. Be careful not to weigh them down with a lot of lectures and guest speakers.
- Make sure the process involves the citizens. In the words of one of Richmond's citizen participants, "You can't go wrong if you have the people behind you."



The Neighborhood Team Process is a cyclical, ongoing process.

For more information about Richmond's Neighborhood Team Process, contact Deputy Director of Community Development and NTP Coordinator Lyn Boyer at 900 East Broad Street, Room 500, Richmond, VA 23219, 804/780-6344. **PM**

Coming Next Month:

Insiders' Views on the State of the Profession

Public Consultation: A Citizens Handbook

by Clifford Maynes
and the Ontario Environment Network

What we want from public consultation.

When to say no.

How to consult effectively.

Public Consultation: A Citizens Handbook

by Clifford Maynes and the Ontario Environment Network. Designed and produced by Clifford Maynes. Editorial committee: John Jackson, Kathy Cooper, Barbara Wallace, Edith Killey. Published by the Ontario Environment Network. Reproduction of portions of this handbook for non-profit purposes is encouraged. Please give credit. Order additional copies from the Ontario Environment Network at the address below.

Public Consultation: A Citizens Handbook was prepared with generous funding from the Laidlaw Foundation and the Ontario Ministry of the Environment.

© 1989 by: Ontario Environment Network
Box 125, Station P
Toronto, Ontario
M5T 2Z7
(416) 925-1322

Title: *Public Consultation: A Citizens Handbook*
ISBN: 0-9692952-2-7.

CONTENTS

Introduction 1

Consultation activities 3

Elements of good process 9

To consult or not consult? 21

Tips for participation 27

Reviewing reports 31

Resources 34

Introduction

". . . the development of formal public consultation processes is the next logical step in the evolution of parliamentary democracy."
- Susan Holtz

Consultation is nothing new. Governments have always consulted before making major decisions—behind closed doors, with powerful interests like corporations, professional bodies, and other governments.

What's new is the demand by citizens and grassroots organizations to share in the opportunity to shape important decisions before they are made—during the planning or policy-making process—through open, systematic public consultation. Consumer groups demand to be consulted about product standards, city residents demand to be consulted about tenants rights and urban development, women's groups demand to be consulted about women's health services and employment policies, environmentalists and citizens groups demand to be consulted about major projects and environmental programmes.

Public consultation is our right. We have the right in a democratic society to participate in planning the projects, laws, and policies that affect our lives and our environment.

The ballot box is a very blunt instrument that is incapable of communicating our choices about all but a very few major policies, let alone the fine details of individual initiatives. Further, the politicians we elect inevitably lack the knowledge, sophistication, and interest to address many of the issues that come before them. As a result, power concentrates among career civil servants and private-sector lobbyists with access to the levers of power.

Public consultation is necessary to help us challenge this dangerous tendency, and to help us restore meaning to the practice of democracy in advanced industrial societies.

At the same time, public consultation is necessary to ensure better decisions. As experience with environmental issues has shown, citizens and public interest groups are usually far ahead of government, business, and professionals in identifying problems and remedies in important areas of public concern.

Through consultation, we contribute not only our sense of urgency about neglected social and environmental values, but also fresh perspectives, creative solutions, and technical information which has been overlooked or suppressed.

This handbook is written as a practical tool for citizens. It is a response to the current sorry state of consultation, which sometimes owes more to manipulation than genuine participation. This handbook is intended:

- to help us define our expectations from a consultation process, so that we can demand that we are treated fairly and taken seriously, and that the process is fair for all affected members of the public;
- to help us decide when it is in the interests of our cause and our group to participate in a consultation;
- to help us make the most of the process if we decide to participate;
- to contribute to the spread of high-quality consultation throughout all levels and departments of government activity.

Public Consultation: A Citizens Handbook is based largely on discussions at a series of workshops sponsored by the Ontario Environment Network in 1988 and 1989. Although it was developed by groups and individuals with environmental concerns, it should be useful for consulting with the powers-that-be on any project, policy, or programme.

Thanks to all those who contributed to the Ontario Environment Network's workshops, without whom this publication could not have been written. Thanks also to those who read the draft manuscript and offered their comments. We hope, in the spirit of good public consultation, that we have accurately reflected this valuable input. Special thanks to Susan Holtz, whose thoughts appear throughout.

The Ontario Environment Network welcomes any suggestions you may have for improvements that can be incorporated into future editions of this handbook.

Consultation activities / 1

What is public consultation?

Public consultation is a systematic, interactive process in which citizens and the relevant agency or body:

- exchange information about a proposed project, programme, policy, law or other initiative, and the background issues surrounding the initiative;
- talk things over, share ideas, and discuss alternative solutions;
- identify areas of agreement and disagreement among the interested parties so they can be taken into account in the final decision;
- attempt to arrive at the best possible solution that all parties can live with.

Participants are not *required* to achieve consensus about an acceptable solution unless we specifically undertake to do so, as in the case of some "multi-stakeholder" committees. ("Stakeholder" is consultation jargon for anyone with a stake or interest in a proposed initiative.)

The consultation sponsor

Consultations may be sponsored by government ministries, regulatory or planning agencies, public sector or private sector proponents, and sometimes public interest groups or citizens groups. For simplicity, the generic term "consultation sponsor" is used throughout this booklet.

We rarely consult directly with the individual or body that makes a final decision. Instead, the consultation produces a report outlining perspectives and recommendations, usually directed to elected politicians.

Politicians retain responsibility for deciding how to act on the report. They are not bound by the results of the consultation, although they will find it politically difficult to ignore strong recommendations with popular support.

Public consultation activities

Public consultation seldom consists of just one activity. A proper consultation programme combines a range of activities over an extended period of time, from the earliest stages of proposal development through implementation and beyond. These activities are designed to meet a variety of objectives and the needs of various sectors of the affected public, namely us.

This chapter introduces the activities available for use in a public consultation programme. For more detail, see the publications listed in the *Resources* section.

Types of consultation activities

Consultation activities can be sorted into several categories, which are discussed in more detail below[1]

- *information to us:* the consultation sponsor conveys information to the public about the proposal and the consultation programme,
- *information from us:* the consultation sponsor collects information from the public about the proposal, and about our thoughts and feelings regarding the proposal,
- *consultation events:* citizens, the sponsor, and other parties discuss the proposal at one-time events,
- *consultation committees:* citizens, the sponsor, and other parties participate in a longer-term working relationship,
- *joint planning*: representatives of the interested parties participate in a committee with the power to make a binding decision.

All but the first of these activities can and should include opportunities for the public to express, not just our reactions, but our own ideas, including alternatives to the proposal.

Not every kind of activity is appropriate in every case. We as participants should decide together with the responsible agency what unique combination of informational and consultative activities is needed to achieve genuine consultation, given the nature of the proposal, the seriousness of the issues, the degree of public interest, and other factors.

1. This typology has been adapted from PRAXIS, *Manual on Public Involvement in Environmental Assessment: Planning and Implementing Public Involvement Programs*.

Information to us

Techniques for keeping us informed include relatively formal approaches such as news releases, news conferences, interviews, advertising, public service announcements, newsletters, pamphlets, telephone information lines, displays, distribution of reports and background papers, and open houses. They also include more informal approaches, such as direct personal contact with community leaders and organizations and the use of existing community networks.

By themselves, these activities are not consultation: they are designed for one-way information flow, from the planning or regulatory agency to us, the public. However, they are a necessary component in any consultation programme to ensure that we all know what's going on, and that we are aware of opportunities to make ourselves heard.

Generally, the consultation sponsor is responsible for ensuring that information is disseminated to the public. Sometimes, however, a portion of this task is taken on by public interest groups, which may, for example, receive funding to publish a newsletter during the consultation.

Information from us

Consultation often include mechanisms for collecting information from us about the proposal, and about our thoughts and feelings regarding the proposal. These mechanisms include questionnaires, clip-and-mail response forms, surveys, polls, community profiles, news media content analyses, interviews, focus groups, letters and briefs.

Again, these activities are not public consultation in themselves, since they involve only one-way communication. They don't allow the give-and-take which distinguishes true consultation, in which all parties can interact, learn from one another, and possibly arrive at compromises and creative new solutions. With the exception of briefs, letters, and other detailed submissions, they define the scope for consultation in narrow and static terms – for example, the simple yes/no alternatives found in most polls.

The consultation sponsor is generally responsible for collecting information from the public. Sometimes, however, we may conduct our own opinion surveys as part of the consultation.

Consultation events

Interactive consultation worthy of the name begins with events such as public meetings, workshops and some conferences, and small group meetings. These activities air concerns and get ideas on the floor. They can provide an opportunity for mutual discussion and learning, as when a day-long workshop generates a list of alternative solutions for further consideration by the broader public.

But in themselves, one-time consultation events are limited. A different mix of people is likely to participate each time, with differing levels of knowledge. This may interfere with the continuity of the process and the ability to make progress on complex issues.

Public hearings and commissions

Citizens and public interest groups frequently appear before public hearings and tribunals. But a public hearing and a public consultation are two entirely different creatures.

A hearing is supposed to decide the issue based on the validity of the evidence that is presented. By nature, therefore, it is often hotly adversarial. Intervenors attack each other and the credibility of the evidence they present.

A consultation, however, assumes that there is a range of different perspectives about a proposed course of action, and that in a democratic society these perspectives are all valid, even though they may be contradictory in the actions they propose. The objective, then, is not to favour one version of the truth at the expense of others, but to explore all of them, examine areas of agreement and disagreement, and possibly find some mutually agreeable solution.

A commission of inquiry often includes many consultative activities: briefs, public meetings, workshops, funding for participants, and even a detailed response from the commission to the input it has received. But, like a hearing, a commission is not obliged to produce a recommendation that incorporates, where possible, the perspectives of the participants. It can listen politely and ignore the input.

The consultation sponsor tends to control the format, and may use this power to discourage the development of a co-ordinated citizen position, or to aid in a divide-and-conquer strategy. However, citizens groups could take over sponsorship or joint sponsorship to counteract this danger.

Consultation committees

Consultation may include the establishment of a committee, variously known as a public liaison committee, citizen (or public) advisory committee, multi-stakeholder committee, or task force. Monitoring committees also consult, although they usually address issues that arise during and after implementation of a proposal.

Consultation committees bring together a relatively small group of people representing different constituencies affected by the proposed initiative. Typically, in the case of environmental consultations, they include representatives of industry and commerce, citizens groups, environmental groups, the tourist industry, labour, and so on—any sector of the community or society that is affected.

In some cases, committee members may be chosen by their organizations through formal selection processes (e.g., a vote in a general meeting of a citizens group). This is particularly valuable in the case of multi-stakeholder consultations in which members need a mandate to negotiate a mutually agreeable solution. But in all cases, participants must have the general confidence of their constituencies.

Consultation committees are sometimes called extended involvement activities because they allow a more-or-less fixed group of people to work together over an extended period of time. They can permit truly interactive consultation on some very complex and detailed issues.

By themselves, however, they may draw the focus of the consultation away from the public at large to a relatively élite committee. As citizen-participants we may become distanced from the grassroots. This endangers not only our understanding of the people we represent, but also our political power base within the committee.

Joint planning

In rare circumstances, a government agency delegates decision-making power to a committee that includes members of the public. A joint planning team makes a decision which can be implemented immediately.

Obviously, such a committee can operate only within the confines of established government policy. Joint planning may destroy a broader public involvement, since consultation occurs entirely within the committee.

Consultation in action

The component activities described above can be assembled in various ways into a complete public consultation programme.[2]

In Alberta, a successful effort to find a hazardous waste management site involved dozens of public meetings, a major workshop, public briefs, and an "Implementation Team" composed of "private citizens from diverse backgrounds".

In Québec, the planning process for the Mingan Archipelago National Park Reserve involved information bulletins, public meetings, open houses, public comment, and working committees to resolve particular park-use problems.

At the national level, a consultation on the management of chemicals involved a fifteen-member task force consisting of stakeholders from the large chemical manufacturing companies and industry associations, national and provincial environment groups, federal and provincial governments, and labour and consumer groups. The six-month process, which produced a report on cradle-to-grave management of chemicals, included smaller work groups, three major workshops, the presentation of background papers from constituency organizations, and other forms of liaison.

These examples show how consultation activities can be combined into a consultation programme. The use of multiple activities is not sufficient to guarantee true interactive consultation, but it is probably necessary.

2. These examples adapted from PRAXIS, Vol. 2, p. 78

Elements of good process / 2

Identifying strengths and weaknesses

When we as members of the public participate in a consultation, we expect that it will be conducted in good faith: that all parties will participate openly and honestly, and that our contribution will be taken seriously and incorporated into the final decision.

However, experience shows that government and corporate interests accustomed to making decisions behind closed doors are not always prepared to consult in good faith. They may agree to establish a consultation process—because we have demanded it, and because we have made it politically necessary for them to do so—yet undermine that process in dozens of ways, so that it becomes a waste of time and energy, or worse.

In short, there are consultations ... and then there are consultations. At one extreme, they reflect a genuine willingness to collaborate in evolving a shared understanding, and possibly a "win-win" solution to the problem at hand. At the other, they take the form of patronizing campaigns to "educate" us in order to overcome opposition thought to be rooted in ignorance and superstition.

However, most consultations are neither horrible nor excellent. Instead, they stand somewhere in the middle ground, near the border between acceptability and unacceptability. This chapter outlines considerations which should help us to identify specific weaknesses and strengths in any consultation programme, so we can formulate specific demands for improvements. In some cases, we may withdraw or refuse to participate if the programme does not meet our minimum standards. (See the next chapter.)

Consulting about consultation

At some point very early in the planning process, the consultation sponsor and members of the public should meet at least once to discuss terms of reference for the process, including:

- a precise definition of the proposed initiative and the decision which needs to be made, including the range of alternatives to be considered, possible outcomes, and implementation;
- the approach to be taken in any studies that will be produced during the planning process, including the principles of data collection and methods of analysis to be used;
- the decision-making process, including a clear identification of the proponent and the decision-maker(s), and a schedule of decisions;
- the public consultation process, including a list of interested parties, a proposed schedule of activities, funding guidelines for participants, a statement on how the consultation will be used, and a mechanism for evaluating the process.

This is the time to check for statutory requirements or guidelines governing either the planning process or the consultation. For example, consultation guidelines have been developed for Remedial Action Plans, a joint federal-provincial programme to clean up "areas of concern" throughout the Great Lakes.

Willingness to Incorporate Input

The single most important issue affecting the quality of the consultation is the ability and willingness of the consulting body and the ultimate decision-maker to address our input, and to incorporate this input in the decision. If our contribution can't influence the outcome, the exercise is meaningless.

A moratorium is a strong indicator of good faith. A halt in plant construction demonstrates the willingness to consider changes in siting and design, or alternatives to construction. A temporary ban on the use of a chemical demonstrates the willingness to consider a permanent ban.

Scope of the process—a checklist

The scope of the planning process and consultation may require extensive discussion, possibly in a series of scoping meetings devoted solely to this issue. Consider the following issues:

- What is being decided? Is it only the fate of a particular project, or is it a broad policy affecting other projects and activities? Making policy is usually a better investment of our limited time and energy.
- *Do our objectives get equal treatment alongside the objectives of government and corporate participants?* For example, a waste management plan may explore the details of siting and design for a waste dump, but deal only in generalities with respect to recycling. Are we getting the short end of the stick?
- *Does the process consider alternatives to the undertaking?* Citizens consulting with the Ontario Waste Management Corporation (OWMC) argued that waste reduction should be pursued to its maximum potential before a hazardous waste dump is designed and built. The OWMC said reduction was not in its mandate. So the citizens successfully lobbied the provincial government for an expanded mandate that includes waste reduction.
- *Is the approach to the problem as broad as it needs to be?* In the case of an environmental consultation, for example, the process should evaluate impacts on society and the economy as well as the natural environment, and it should evaluate long-term and far-reaching implications as well as immediate, short-term implications. In Hamilton, Ontario, citizens demanded an ecosystem approach to remedial action for Burlington Bay. As one participant argued, there's no point trying to clean up a badly-polluted body of water without cleaning up the entire watershed flowing into it. "It's like sterilizing urine without treating the kidney disease," he said.
- *Does the process address implementation, along with related issues such as monitoring of long-term impacts, mitigation of any damage that results, and compensation to injured parties?* We want to know what's going to happen after the proposed project or programme goes ahead. Will public participation continue?
- *Does the process seek the optimum course of action in the public interest?* It is not good enough to determine that the proposal is simply better than doing nothing. We want to find the *best possible* solution.
- *Is the scope too vague or open-ended?* In earlier days, Environment Canada's public consultation sessions consisted of general discussions about the department's activities, with predictably poor results. There should be a proposal on the table (e.g., a law, programme, or project), or at very least a well-defined task (e.g., developing recommendations for a new policy). Something must change as a result of the process.
- *Is the process sufficiently flexible to incorporate new concerns and new alternatives as they arise?*

The real power structure

It may require considerable effort to determine where formal and informal decision-making power lies in a planning process. This is particularly true in a process like a Remedial Action Plan (RAP) that involves numerous agencies and levels of government. "It's a real jungle," one participant said. "I don't know where the power lies."

Civil servants often participate in a consultation on behalf of the government, but in our political system they cannot make binding commitments on behalf of elected ministers. If we think we have developed an understanding with the bureaucrats, we may be in for a nasty surprise when the politicians hand down the final decision.

On the other hand, civil servants wield considerable power, and they may use it to pursue their own agenda to our detriment. During the consultation on reform of the federal Environmental Assessment Review Process (EARP), federal government bureaucrats resisted a more stringently applied EARP, presumably because it would complicate their own jobs and possibly hamper their department's activities.

Private consultants are another threat. They are hired to conduct the studies necessary for the planning process, but they frequently assume control. This happens for two reasons:

- Politicians like to distance themselves from potentially unpopular decisions, and prefer to allow consultants to take centre stage.
- Politicians are frequently ill-equipped to deal with the complex issues involved, and they defer to the consultants. This is especially like to happen in a smaller municipality with no engineering or other professional staff of its own.

Notifying and informing the public

Scrutinize the public information component of the consultation programme. As noted in the previous chapter, there is a wide range of available techniques for getting the word out. Different techniques are appropriate to reach different sectors of the public.

Those of us who are old hands at public consultation and the issues involved shouldn't forget the special needs of those who are new to the game. We should consider the need for communicating in languages other than English and the need for plain speech, whatever the language.

Public notices should be prominent and easily understood (not written in "thick" or legalistic language buried in the back of a newspaper). Posters and advertisements should be well-designed, with eye-catching graphics and display type. They should speak to popular concerns, e.g., not waste management planning (which sounds boring and bureacratic), but new landfill sites and recycling programmes (which affect our lives directly).

Consider taking a role in the public information programme. Perhaps a budget should be provided for participants to publish our own newsletter during the process, for example.

Who should participate?

In general, a consultation should include every sector of the population that is interested in the proposed undertaking or affected by it.

Members of national or provincial organizations should not be excluded as "parachute stakeholders" because they do not live in the immediate vicinity of a localized project or issue. Most major decisions have precedent-setting implications affecting the rest of the province, if not the rest of the country. Further, participants with a provincial or national orientation offer valuable experience and a broader perspective which locally-based citizens may lack. (At the same time, we should not allow provincial or national groups to dominate the consultation at the expense of local citizens.)

Where other levels of government are affected by the proposal, they should participate openly in the consultation. Too often, they consult privately, away from the give-and-take of the public consultation process.

Reject private or closed consultation meetings with citizens groups, except in extraordinary circumstances. These can be used by the regulatory or planning agency as a way of picking and choosing who gets consulted, shielding groups from exposure to critical perspectives, or playing one group off against another.

Consultation committees

We should insist on a good balance of representation from all affected constituencies on any consultation committee that is formed. Citizens and public interest groups should not be drowned out by corporate and government representatives.

The size of the committee should be suited to its tasks. A good working group often consists of less than ten members and no more than thirteen to fifteen. Larger committees may need to form subcommittees to be effective.

Committee members are often recruited by invitation to ensure full and balanced representation. However, uninvited applicants should also be considered. If too many want to participate, it is best if the committee can decide on its own who needs to be included.

Additional participants should be considered after the process is underway, so long as this is not excessively disruptive.

A consultation committee should select its own chair, whose job it is to ensure the quality of the consultative process. If the chair is chosen by the agency sponsoring the consultation, he or she may have an agenda that reflects the interests of the sponsor rather than the committee.

Access to Information

We need timely access to all relevant information in an understandable form, including:

- thorough public briefings, at the beginning of the process and throughout;
- complete uncensored versions of all reports, studies, briefs, transcripts, minutes, reviews and input from government agencies, and other relevant documents as soon as they can be made available. Whenever possible, individual copies should be provided to all active participants, with additional copies for interested members of the general public;
- speedy answers to our questions as they arise.

Information is useless if it can't be understood. All material should be well-organized and clearly written. Special attention should be given to the language and cultural needs of participants. Verbal explanations of technical material should be readily available.

Most planning processes accumulate a sizable library of related background materials. We should have full access to this library for our own research needs, and lists of newly-acquired materials should be published regularly. Depending on the nature of the undertaking, it may be appropriate to establish a community information centre everyone can review all documents at their leisure.

The expert syndrome

Beware signs of arrogance on the part of the consultation sponsor, the proponents, government officials, consultants, and other participants. Despite their differences, these parties may share the conviction that "experts" such as themselves have a monopoly on understanding the technical issues involved, and that our opposition or concerns are based on emotionalism fuelled by ignorance.

Private sector proposals — a special problem

Many of the projects and proposals subject to consultation originate in the public sector, from government departments and crown corporations. But some originate from the private sector. Private sector proposals create a special problem for public consultation in at least three respects:

Evaluation. Governments are supposed to operate in the public interest, so there is no question that a government-sponsored undertaking should be evaluated according to its contribution to the public interest. But private corporations operate in the financial interest of their shareholders, and they expect to make a profit. Private corporations may reject public interest arguments, demanding consideration of their financial interests and threatening job blackmail. At the same time, they may be unwilling to open their books for public inspection.

Alternatives. Governments and government agencies can often consider a full range of alternatives. They have the resources to pursue these options, and powers of expropriation to acquire alternative sites. But private corporations usually submit proposals tied to a particular site which they own, or a particular technology in which they specialize. For them, alternatives may not be practical.

Information. Governments usually don't have to worry that they will give away sensitive commercial information to a competitor by revealing the details of an undertaking. Private corporations often do worry, and may restrict access to information during consultation.

Experts share tips among themselves about the techniques of "risk communication" and "stakeholder management". Their attitude is often condescending ("How do we help these poor people to understand?"), or at worst highly manipulative ("How do we get around these people?").

By no means all technically trained people are so patronizing. Many are humble, and respectful of the principles of public consultation. Their knowledge and skills are invaluable. Indeed, we often hire our own experts to assist in preparing submissions and we make use of the reports prepared for the proponents and others.

But where it exists, the arrogance of experts is unjustified. Experts are not infallible. They disagree among themselves, and in some cases their advice reflects the interests of those who hire them.

As untutored but determined members of the public, we have demonstrated our ability to challenge experts on their own turf by questioning the validity of their data and analysis, and unmasking their biases.

When we participate in a public consultation, we expect an attitude, not of condescension or manipulation, but of genuine interest in the contribution we have to make. One positive sign of humility is a willingness to acknowledge uncertainties, the limits of technical understanding, disputes within the scientific community, and the likely margin of error in any prediction. If we are consulting about high-level nuclear waste disposal, for example, we expect a willingness to admit the unknowns and dangers that inevitably accompany any waste which remains dangerous for millenia, not blanket assurances about the proposed waste management method.

We don't want to be told, as we often are, that the risk to us and our families from some hazard is "acceptable". Experts have no business telling us what is acceptable. That is a judgement we must make for ourselves.

Resources for participation

Government and industry intervenors have seemingly unlimited resources to participate in consultations. We as citizens and public interest groups do not. Ideally, generous funding should be provided for:

- independent research, independent experts, and writers to prepare briefs;
- networking activities such as workshops, conferences, and newsletters, and caucus meetings so we can develop and co-ordinate our input;
- travel expenses, childcare, translation, and other miscellaneous costs appropriate to the circumstances.

Reports from related past consultations should be made available, particularly participants' evaluations of the process. Manuals, staff time, and other forms of support may be appropriate.

In some cases, we should be provided with our own full-time support staff or independent consultants to help us organize meetings, take minutes, collect information, and so on. But we must be clear that the staff are working for us, not for the government or the consultants hired to manage a consultation programme. Otherwise, we may find the staff have a hidden agenda to limit controversy rather than to serve our needs or the cause of good consultation. It is best if we are given the money so we can hire and fire staff on our own. At very least, we should have a say in the hiring.

Scheduling

Consultation should start early in the planning process so that we can be involved in establishing the terms of reference, including the alternatives to be considered. On the other hand, it shouldn't start so early that it will fail to win public attention or bore the participants because we have nothing to do.

When considering the timetable for the process, we should insist on adequate time to respond to new reports and proposals as they are released. Remember that tasks such as reading, writing, and discussing among ourselves almost always require more time than we expect.

The timetable should be sensitive to the time requirements of participants, many of whom are busy during the week and the daytime with their jobs and other commitments. In rural communities, planting and harvest times should be avoided.

Flexibility is essential. Every reasonable attempt should be made to adjust the schedule to meet our needs as participants.

Changes to the timetable should be negotiated, never imposed unilaterally.

Meeting design

All public consultation meetings should take place in comfortable surroundings, accessible to all participants. Refreshments should be appropriate to the needs of participants (e.g., juice as an alternative to coffee, and vegetarian food at extended workshops).

Meetings should be open to the press and the public.

Secretarial assistance should be provided to ensure accurate and thorough records, prompt distribution, etc..

All participants should be treated respectfully and feel free to speak. The group should work co-operatively to address a clearly defined agenda.

Sometimes a professional facilitator is employed to help run consultation meetings or workshops. Beware facilitators who trivialize the process by attributing conflicts among participants to misunderstandings, personality clashes, excessively rigid categories of thinking, or confusions over terminology. A facilitator should respect the issues involved and the genuine differences of interest, power and perspective among the people in a room. Consultation is not supposed to mask these differences, or even necessarily to resolve them, rather to ensure that they are properly understood and taken into account.

Recording Input

We must not let consultants or bureaucrats stand between us and the decision-makers by synthesizing, interpreting, or otherwise laundering our input.

Complete, unfiltered documentation of all public input is essential. Written records must preserve the integrity of what has been said, so that non-participants and the ultimate decision-maker can grasp its full significance. In some instances, verbatim transcripts may be appropriate, although these will not be read if they are lengthy.

Reports should outline *all* the perspectives and reasoning of the participants, including disagreements as well as agreements.

Our dissenting input should not be consigned to a minority report in the back of a report. It should be duly recorded in the main body of the report, where it has equal status with the contributions of other participants.

Public input should be reported separately from the response (see below). Input and responses can be included in the same document, but they must be set out in distinct sections, so that the input can be judged on its own merits.

We should have an opportunity to review and approve the record of our input before it is published.

Response to Input

Public consultation must be interactive. The consultation sponsor must respond to public input *throughout* the process, recognizing concerns and identifying changes that satisfy these concerns. Speedy responses are necessary to confirm that input has been heard and is being taken seriously.

The decision-maker should publish a detailed formal response at least once, at the end of the public consultation, giving its decision, the basis for this decision, and the reasons for accepting or rejecting input presented during consultation. Again, this confirms that the input has been properly heard and understood. It also establishes a basis for future discussions.

Evaluation of the public consultation

An evaluation of the process by all participants (i.e., not just the consultation sponsor or decision-maker) should be incorporated into the final report, identifying strengths, weaknesses, and specific recommendations for improving future processes. Input should be incorporated from those who refused to participate or withdrew along the way. This evaluation should be made available to participants in similar consultations in future.

Follow-up

The public consultation process formally ends when the decision is made. However, we are also concerned with implementation and related issues such as monitoring the long-term effects, mitigating damages, and compensating injured parties. These issues should be addressed during the planning process. We may also want to insist on the establishment of a permanent public monitoring committee to address these and any other issues as they arise.

To consult or not consult? / 3

We have fought for the right to public consultation, but that does not oblige us to participate in every consultation that comes along. The consultation process may be so poorly designed that it is not worth taking part. Or we may lack the resources to participate effectively. Or we may conclude that we can be more effective in working for our cause in other ways. This chapter should help us to decide when to opt in and when to opt out.

The consultation process

The previous chapter provides a general guide for evaluating any consultation process. However, there is so much variation in circumstances from one case to the next that it is impossible to develop fixed, universal standards. We always need to exercise judgement to determine how well the process fits the particular circumstances.

No consultation is likely to be perfectly satisfactory, especially in the form in which it is first proposed. Never take the process as a given: formulate specific

A legitimate sponsor?

We have to decide whether the body sponsoring the proposed consultation is appropriate or legitimate. A number of environmental and other organizations refused to consult with Atomic Energy of Canada Ltd. about high level nuclear waste management. They felt that AECL, which manufactures nuclear reactors, is not the body to discuss nuclear waste management because it has a vested interest in finding a quick and easy solution.

written demands for improvements, preferably in conjunction with other participants, and be prepared to negotiate. It is possible, even when the proposed process is very bad, that the sponsoring agency is simply naive rather than intentionally manipulative and that a little prodding will produce the desired results.

Problems with the process may show up after it is already underway. These may be due to bad faith on the part of other participants as well as the sponsoring agency. For example, a private sector proponent may refuse to be open about its options. Once again, identify the problems and formulate specific written demands for improvements before jumping to the conclusion that the consultation cannot be salvaged.

Strategic considerations—a checklist

The quality of the process is a major consideration in our decision whether to participate, but it is not the only one. We must also assess whether *our cause* and *our group* will benefit. We need to answer the following questions:

- ☐ *What do we want to achieve? Are we willing to compromise?* If we are determined to stop a project such as a nuclear plant, we may decide there is no point in quibbling with an electrical utility about minor details of design and siting.
- ☐ *Can we improve on the final decision as a result of our participation? Are we likely to be successful in achieving our goals?* This involves a political guess, possibly assisted by advice from friends on the inside of the decision-making body, about the likelihood that major improvements to a proposed initiative can be achieved through consultation.
- ☐ *Is the decision important? Can we help to establish a valuable precedent or policy?* Consultations require lots of time, energy, and money. They may not be worth the investment if the issue is relatively minor. But if the proposal is a major one, or the outcome affects other decisions in future, we may not be able to afford to opt out.
- ☐ *Will we improve the legitimacy of our cause and our group in the eyes of the public, the decision-maker, and others by participating? Will we increase media coverage for the issue? Will we alter the balance of power in our favour?* These questions measure the value of a particular consultation in the context of our longer-term political strategy. For example, if our organization participates in one consultation, we may become the acknowledged representatives of our constituency, and secure a place for ourselves around the table at future, perhaps more important consultations. We may also become media spokespersons on the issue.

- ☐ *Will we gain valuable information and experience, including insight into the players and the politics of the issue?* Consultation may give us a close-up view of the motives and agendas of government and corporate decision-makers, which will come in handy in future political activity.
- ☐ *Will we make connections with supporters on the "inside", including politicians and bureaucrats?* Inside supporters are invaluable. They may provide tips about the political lay of the land, forthcoming initiatives, and suppressed information; they may also intervene on our behalf to ensure fair treatment.
- ☐ *Will we get useful funding for our own meetings, research, etc.?* Consultation meetings and workshops often bring together activists from across the province or even across the country. We can use these meetings as an opportunity to "piggy-back" other activities, including face-to-face meetings among ourselves. A consultation may provide funding for us to research and write briefs, and this material can be re-used by us in various ways, including the preparation of public education materials.
- ☐ *What do we have to lose by participating? Will we help to legitimize a bad decision?* If we participate in a sham consultation, the decision-makers can respond to criticism by pointing out that the public was consulted before the decision was made. (On the other hand, if we don't participate, they can say we were offered the opportunity and turned it down—hence the need for a good, well-documented reason for opting out.)
- ☐ *Are there better ways for us to get what we want, given our limited resources?* Political action may be more effective in reaching our goal and better suited to our available time, energy, and skills.
- ☐ *Will the consultation cut us off from our grassroots support?* If we spend all our time talking to assistant deputy ministers and corporate vice-presidents, we may lose touch with the people we represent. We will lose the right to represent and speak for them. If other participants see this has happened, they may challenge our legitimacy. We will lose power to influence the outcome. We shouldn't become involved in any consultation activity if we cannot simultaneously maintain close contact with the grassroots political movement that put us there in the first place.
- ☐ *Will the consultation tie our hands, or force us to adopt a "co-operative" attitude inappropriate to the situation? Will it divert us from the real issues?* Perhaps the situation demands civil disobedience rather than sitting around the table with our opponents.
- ☐ *Will we give away our best arguments and information to our opponents?* This question applies particularly to consultation preceding quasi-judicial tribunals, such as hearings under Ontario's Environmental Assessment Act. Proponents may use pre-hearing consultation to give their argument a dry run, so they can

fill the holes we find for them before the hearing takes place. Meanwhile, they get a preview of what we have to say, and an opportunity to prepare to meet our challenges at the hearing. Veterans of pre-hearing consultation are unlikely to play their best hands, which reduces the value of the exercise for everyone.

To consult or not consult?

Weigh all the factors carefully. Sometimes it will be worth participating despite serious weaknesses in the process. Environmentalist Susan Holtz joined the National Task Force on Environment and Economy despite very limited representation of the environmental movement. She decided that she had relatively little to lose: a weak report would merely sit on the shelf, and she could dissociate herself from a bad report by refusing to sign it. As it turned out, she felt that the Task Force produced a valuable document promoting sustainable development for Canada. Even though environmentalists were outnumbered, they heavily influenced the final product through active participation.

Think carefully about the consequences of opting out. If we don't participate, we may not like what happens in our absence. In the case of the environment, for example, the forces opposing regulation are considerable. Rival government departments will press for limits on the powers of environment ministries, other levels of government will oppose restrictions on their activities, and private industry will push for the right to make money, notwithstanding the social or environmental cost. Defenders of our cause may be few and far between, and our contribution may be badly missed.

Given the right conditions, there is much to be gained by public consultation. It puts the public interest on the inside of the decision-making process, where it belongs. It gives voice to concerns – the environment, women, tenants, etc. – that would otherwise go unheard or under-represented in the world of political push and shove.

Whatever we might feel about a particular consultation, consultation during planning is a significant advance over the traditional practice, in which decisions are made behind closed doors and we try to create a fuss after the fact.

Opting out with clout

If we decide to participate in a public consultation, we should give it our best. We expect good faith from other participants; we should expect it from ourselves as well. Acknowledge the legitimacy of the other participants, and take part actively. Half-hearted participation is a waste of time.

But if the consultation is not being conducted in good faith, and there are no convincing strategic reasons for remaining involved, we should consider withdrawing. Here are some steps to follow:

- First, we must establish our credibility as a participant in the consultation. Otherwise, no one will care whether we opt in or out. This means establishing that we are legitimate representatives of a constituency that should be included in the consultation. It certainly helps if we are invited to participate.
- Identify our process expectations clearly, and document infringements. Be specific. Record dates, names, etc..
- Publicize our concerns, and present them to the consultation sponsor.
- Based on the response, determine whether the process can be reformed. Give it a fair trial. Avoid showdowns based on personalities rather than substantive issues.
- If the process cannot be reformed, time our exit for maximum effect (e.g., when the issue receives high levels of media attention).
- Pursue our goals through political activity.

Tips for participation / 4

> Define goals clearly. If we don't know what we want as an outcome of the consultation, we're not likely to get it.

> Educate ourselves and the community about the issues.

> State our conditions for participating at the outset. We will establish respect, and we will have a stronger case for demanding improvements later.

> Reject NIMBY-bashing. Don't apologize for our concern about our local community and environment. We have a right to be concerned. It doesn't mean we are selfish or lack concern for other communities. In fact, citizens involved in local environmental issues often lead the way to solutions which benefit everybody. In any event, if we all protect our own back yards, everyone's back yard will be protected.

> Don't accept the blame for cost or delays due to public consultation. We are performing valuable work, usually free of charge, in the public interest. Our contribution may result in considerable savings by preventing a bad initiative or improving on it before it is undertaken. The cost and time spent on consultation are always a relatively small proportion of the total cost and time in developing a project.

> Don't neglect the grassroots. Our grassroots political base is the source of our influence. It's the reason we have been asked to speak. It's also the reason the decision-maker will listen. We need to maintain grassroots contact and activity

"If you're feeling frustrated,
you know something's happening.
If everybody's happy, you're not paying attention."

– Ken Ingham, Conserver Society of Hamilton

throughout the public consultation. We must not allow ourselves to be co-opted by free food and drink, and the glamour of hobnobbing with the powerful.

> Don't let public consultation be used as an excuse for short-circuiting other parts of decision-making process, e.g., public hearings. A consultation does not do the same job as a hearing and, yes, *both* are likely to be necessary.

> Beware non-public consultation, in which closed meetings are held with selected members of the public. The Ontario Waste Management Corporation held a series of invitation-only "kitchen meetings" in homes throughout West Lincoln, site of a proposed hazardous waste management facility. Members of the Toxic Waste Research Coalition were excluded.

> Try to broaden the scope of the consultation to include policies, not just a single project. This yields the maximum benefit for the effort invested.

> Keep copies of all input. Check it against the published records and responses to ensure all our points have been properly heard and addressed.

> Reject pressure to agree on a single set of recommendations. Decision-makers want this because it lets them off the hook. But the decision-maker is responsible for choosing among the options, not the consultation participants. The purpose of most consultations is simply to explore the range of perspectives and the thinking behind them.

> Say no to last-minute documents. We need the time to review and respond properly. It is not our fault if the decision-making process has fallen behind schedule, and it is not our responsibility to make up for lost time.

> Reject major unilateral changes in the proposal once the process is already underway.

> Beware information overload. To some extent a heavy paper burden is a good thing—we want the information. But consultants and bureaucrats frequently generate more paper than necessary because it looks impressive, and because it reduces the likelihood that their work will be carefully read and criticized. Request that information be presented as clearly and concisely as possible, and demand the time and assistance needed to digest large volumes.

> If we participate in a consultation committee, we must not allow ourselves to come between the public and the decision-maker or regulator. Our job is to consult, not to shield the powerful from the public by acting as a lightning rod for popular concern. Nor should we allow ourselves to act as "gophers" for relaying information to the public "out there", and for relaying input from the public to the decision-makers.

> We need to keep to the issue and our goal, and not get sidetracked or bogged down in mini-issues.

> Cultivate supporters within the decision-making agency—we'll need them.

> Reject under-the-table deals or closed-door decisions, even if we benefit. Insist on open meetings and a fair process for *all* participants in the consultation.

> Reject divide-and-conquer strategies. Proponents and government often try to pit one community against another in hopes they will quarrel among themselves. Look for the common ground. Instead of fighting about the siting of a dump, for example, join in demanding waste reduction, recycling, and stringent standards governing the dump *wherever* it is located.

> Don't let consultants or bureaucrats overstep the boundaries of their job. Their job is to serve the planning process by providing technical advice and information, *not* to decide which course of action is preferable. That is a political decision to be made by elected politicians, based on input from interested parties, us included.

> Don't let consultants or bureaucrats stand between us and the decision makers. Don't allow them to filter or "launder" our input.

> Don't be used as a free proofreader. It is not our job to detect spelling, grammar, and minor factual errors in sloppy reports so they can be repaired before they are published in final form. Consultants are paid handsomely for their work, and can afford to hire their own proofreaders. We should be free to concentrate on serious issues.

"It was a real learning experience in PR manipulation. We were invited to orchestrated public meetings, given the I'm-your-best-friend routine, intimidated, threatened, and ignored. Our views were misrepresented. The more we educated ourselves, the less we were asked to participate. Any results we got were from political lobbying and the media, not public consultation."

— Edith Hallas,
Citizens for Modern Waste Management

> Insist on representation. If we have been excluded from a consultation process, make noise. Scrutinize policies and guidelines affecting the consultation, contact the media, and lobby politicians. We have a right to participate.

> Don't let the sponsoring agency exercise sole control over the pace and content of the agenda. If the opportunity doesn't arise to say what we want to say, insist on it. This is *our* consultation, not theirs.

> Take the initiative. Don't wait for them to propose a consultation. Demand it.

> If we don't like their process, or if we are tired of waiting, we should create our own. In Toronto, local organizations sponsored a public review of water quality problems. Similarly, Great Lakes United, an umbrella group of Canadian and American environmental groups, sponsored a basin-wide review of environmental issues facing the Great Lakes.

Reviewing reports / 5

Criteria for evaluating reports

There is no set formula for reviewing the (possibly voluminous) reports we receive during a consultation. Standards have not been established, even within government departments, for such issues as the level of detail, the degree of uncertainty in the results, time horizons, the range of alternatives, and appropriate methodologies. We have to wing it. However, the following guide may help. [1]

A. COMPLETENESS

- Are there any key omissions?
- Are all the key issues stated?
- Are the legal requirements met?
- Are the terms of reference met?
- Are all data sources documented (and available to us)?
- Are the scientific methods used clearly identified?
- Does the analysis move beyond direct quantifiable impacts (to include "subjective" factors)?
- Is it clear how conclusions have been reached? Do they follow logically from the evidence?

B. ACCURACY

- Are there any factual errors?
- Are any facts misrepresented? (e.g., are the geographical boundaries and the time frames appropriate?)
- Are the methods used applicable?

1. Adapted from Audrey Armour, "Determining the Adequacy of an Environmental Assessment," darft manuscript, Faculty of Environmental Studies, York University.

- Are the sampling procedures used valid (i.e., has the data been properly collected)?
- How old is the information? Has the most reliable, up-to-date information been used?
- Have the study limitations been stated?

C. CLARITY

- Is there any attempt to fog the issues?
- Are the study conclusions clearly stated?
- Are the underlying assumptions clearly stated?
- Is a synthesis provided?

D. RELIABILITY

- Are there obvious biases? (Check the background of the study team. A consulting firm with a strong background in landfill siting and no experience in recycling might be inclined to emphasise waste disposal over waste reduction.)
- Is the evidence marshalled to provide support for a favoured conclusion? Are alternatives outlined clearly and addressed equitably?

Contents of a study

A study should: [2]

- define the problem and articulate the null-alternative, that is, the alternative in which nothing is changed,
- state goals and objectives,
- analyze how a system works and explain the relevant cause and effect relationships,
- generate a full range of alternative solutions,
- diagnose constraints and opportunities,
- predict the consequences of each alternative solution, using the null-alternative as the base case,
- describe these consequences so that we can evaluate the alternative solutions.

2. from "An Approach to Citizen Participation", Working Paper No. 1, Metropolitan Toronto Solid Waste Management Appraisal Study, prepared by the Proctor & Redfern Group, p 6-7.

Predicting the unpredictable

In any planning process, uncertainty will be a large factor. No system for predicting the impact of a decision can be foolproof, and often the hard figures cited in consultants' reports are actually very soft. It is impossible, for example, to project the long-term migration of hazardous substances or the demand for energy.

We should insist that the experts address the problem of uncertainty and unreliability in their data and conclusions. And we should insist on solutions which are:

- **resilient**, to accommodate a margin of error and unforeseen events; and
- **flexible**, to respond to changing conditions and information.

Finally, insist on a commitment to monitoring, control, and mitigation of harmful effects following implementation, and compensation for any damage that is caused.

Resources / 6

There are relatively few useful publications dealing directly with the mechanics of public consultation, and almost none of these address consultation from the public's point of view. This short listing includes some of the more useful or interesting titles.

ARNSTEIN, SHERRY R. "A Ladder of Citizen Participation," *American Institute of Planning Journal.* July, 1969. A classic, useful for distinguishing between manipulation and genuine participation.

BRITISH COLUMBIA. MINISTRY OF FORESTS. *Public Involvement Handbook.* Victoria: Ministry of Forests, Information Services Branch, 1981. Practical. Includes a kit with blank forms to assist in the development of a public involvement programme.

CHESS, CARON. *Improving Dialogue With Communities: A Short Guide for Government Risk Communication.* New Jersey: Department of Environmental Protection, Division of Science and Research, 1988. Good on the need for scientists and bureaucrats to be open about hazards.

Constructive Citizen Participation. Quarterly newsletter, edited by Desmond Connor. Available from Development Press, 5096 Catalina Terrace, Victoria B.C. V8Y 2A5. $5/year for students and volunteer leaders; $15/year for organizations. See also Connor's *Constructive Citizen Participation: A Resource Book.* 1988. A thick binder with material from back issues of the newsletter.

HEES, VIOLET, et al. *Public Participation in Energy Decision-Making: A Rationale and a Proposal,* a brief by the energy caucus of the Canadian Environmental Network to Energy Options, November, 1987. Includes a detailed section on the principles of public consultation.

HOLTZ, SUSAN. "Perspectives on Federal and National Consultations," a paper presented to the Ontario Environment Network workshop on Public Consultation, June 1988, at Scarborough College, Toronto. Good analysis.

ONTARIO. MINISTRY OF THE ENVIRONMENT. *Public Consultation: A Resource Kit for Ministry Staff.* Toronto: Environment Ontario, 1989. Kit contains *Public Consultation: The Guide* and smaller booklets on establishing a public committee, holding an open house, managing a workshop, and running a public meeting. Each booklet asks whether the technique is appropriate to the circumstances, identifies "special considerations", outlines five steps to success, discusses the role of the Ministry staff person, and provides a framework for evaluation.

———. *Guidelines and Policies on Pre-Submission Consultation in the EA Process.* Environmental Assessment Branch. Lists the responsibilities of sponsors and affected members of the public.

PRAXIS. *Manual on Public Involvement in Environmental Assessment: Planning and Implementing Public Involvement Programs*. Produced for the Federal Environmental Assessment Review Office (FEARO). Available from Praxis, 2215 - 19 St. S.W., Calgary, Alberta T2T 4X1, in late 1989. How-to. Detailed.

capic

CENTRAL AREA PLAN IMPLEMENTATION COMMITTEE

CITY HALL, 71 MAIN STREET WEST, HAMILTON, ONTARIO, L8N 3T4

April 20, 1990

URBAN COMMUNITY DEVELOPMENT - A REPORT ON U.S. A. EXAMPLES

Prepared for CAPIC

Prepared by C. H. Forsyth

1 Within the boundaries of the Central Area (Hamilton) there are several neighbourhoods, BIA's, commercial clusterings, etc. The Central Area Plan "implementation process" has tended to concentrate on the specifics of projects, harbour 'futures', arterial and access roads, transport, etc.

All of which is most improtant of course.

2 I have been concerned that we have tended perhaps to miss a possible role for CAPIC as a 'catalyst' - or if you prefer, an 'encourager' of neighbourhood/community-based responses. In contacts I have had in certain UK cities, plus cities in the USA, I had become aware of the emerging role of community corporate organisations. For several years, I have subscribed to a LEDIS service (out of Glasgow). "LEDIS" is the acronym for Local Economic Development Information Service - and month by month a sheaf of one-page reports comes out from LED S. Via that route I have come to find out about some of the more interesting ventures in the USA and,indeed,in Canada! (Canadians are dreadful at network-building and information-sharing!)

3 More recently, I came into contact with the Enterprise Foundation (created by developer and animator, James Rouse); and acquired books by Roberta Brandes Gratz ("The Living City") and William H. Whyte (THE CITY - Rediscovering the Center....which is now out in paperback, in the US). Ms. Gratz's book included a host of specific community examples, and names of corporate inspirers and animators.

4 Following the example of the late Lyndon Johnson,I started to phone and ask for information, ideas, further contacts....depending mostly on Ms Gratz's organisation names. The response has been fantastic.

5 Contacts have been made with the following organisations:

The Ford Foundation - New York

Pratt Institute Centre for Community & Environmental Development-New York

Community Information Exchange - Washington

Centre for Community Change - Washinton

National Congress for Community Economic Development - Washington

Consumer-Farmer Foundation - New York

Local Initiatives Support Group - New York

Business in Community - London (England)

The helpfulness of the staff persons contacted has been most encouraging. They have been greatly interested in CAPIC - since it is a 'model' not used elsewhere.

6 It is impossible to provide a summary of what I have learned out of all this 'chatting up of the neighbours'. I now have a binder full of material - and David Godley will receive a binder of photocopied material, which can be shared with any of the CAPIC troops interested.

7 There are some suggestions that have arisen out of this survey:

a) we need to give more consideration to the roles of community-based development organisations (as an alternative to municipal-based or province-based initiatives). In Canada we of course are accustomed to more 'public' (state) responses than is the custom in the US; and we also have our experience of the crown corporation and public-private models. At the community level we have perhaps neglected the usefulness of community corporate economic/neighbourhood development agencies;

b) we need to think about how some of our college/university bodies might spin off 'support service' agencies - as in the Pratt Centre;

c) we need to consider 'thickening out' the BIA model to permit development/economic strategy links with the surrounding neighbourhood(s);and

d) we need to arrange to subscribe/join network systems (with their information publications). Andrew Mott's Centre for Community Change has created a national community computer network (with the active alliance of the McIntosh computer people).

8 It would seem that CAPIC could create a 'helping/referral' role for itself in this area.....that is, if CAPIC wished to do so!

4c.

CENTRAL/BEASLEY

P.R.ID.E.

SECOND PUBLIC MEETING MINUTES

1990 DECEMBER 12

DR. J. EDGAR DAVEY PUBLIC SCHOOL

PRESENT:	**D. Dube´**	**Public Works/Parks Division**
	J. McNeilly	**Public Works/Parks Division**
	M. Domagala	**Planning and Development Department**
ALSO PRESENT:	**L. O'Grady**	**Principal, Scrutineer**

Opening Remarks

D. Dube´ welcomed the 15 people in attendance for coming. He provided regrets for Alderman Agro and Alderman McCulloch who could not make the meeting.

He then introduced the staff and the school principal who would serve as scrutineer for the election of the Citizens' Advisory Committee.

P.R.I.D.E.

D. Dube´ then reviewed the Programme for Renewal, Improvement, Development and Economic Revitalization process. The overview explained the programme as a Provincial award of neighbourhood improvement funds to be matched by the Municipality. The Central/Beasley allocation total is six hundred and twenty-seven thousand dollars ($627,000.) out of a possible eight hundred thousand dollars ($800,000.). These funds are to be spent on Municipal owned lands.

Project concepts are considered from the gathering of information from the following methods: Neighbourhood Survey, three Public Meetings, appointment of a Design Consultant (tender), and creation of a Citizens' Advisory Committee to work with staff and the Consultant.

It was further explained that the next process was to put out tender for a Design Consultant and draft a Community Improvement Plan.

...../2

Neighbourhood Survey Results

M. Domagala of the Planning and Development Department presented a general overview of the questionnaire findings. She indicated that specific details about the results could be obtained from D. Dube, herself or the Citizens' Advisory Committee once it was formed. She highlighted household characteristics; major dwelling problems; neighbourhood problems; use of services if they were available; and dissatisfaction with existing parks. Ms. Domagala indicated that close to 350 questionnaires were received, revealing a great interest on the part of the citizens of the area.

Citizens' Advisory Committee

J. McNeilly reviewed the role of the Committee, as per 'A' attached.

With respect to the election of the Committee, she went on to explain that five out of 15 Committee members will be elected tonight with the remainder being appointed ('B' attached).

She invited nominees not elected but still wishing to serve on the Committee, to make it known to staff for a desired appointment.

Elections

D. Dubé then explained the voting procedure. Prior to election, the list of nominees were reviewed. At the Public Meeting of 1990 October 17, the nominees were:

Bluscke, Campanella, D'Aurelio, Davenport, Drake, Ducharme, Fam, Habensus, Hule, Hulsman, Karl, Macaluso, Manganiello, McCallaghn, Raymond, Spring, Ward.

(Since the last public meeting, **Hulsman** and **McCallaghn** have chosen not to stand for election).

D. Dubé then had those nominees present identify themselves and to say a few words. Those present were:

Bluscke, Drake, Ducharme, Fam, Habensus, Raymond, Ward.

Other nominations were called for. None were given and nominations were closed. Elections occurred and after a break, L. O'Grady announced the elected Committee members:

Herbert Bluscke	**Public School Board**
James Drake	**Catharine Street North**
David Ducharme	**Catharine Street North**
A. Fam	**Catharine Street North**
Elizabeth Ward	**John Street North**

...../3

Silva Habensus and **Art Raymond**, though not elected, made it clear to staff they would accept appointments to the Committee.

Next Meetings

The next Public Meeting should occur in the Spring of 1991, when Design Concepts will be presented.

The first Citizens' Advisory Committee meeting will occur in late January 1991. Committee members will be advised by telephone, and an information package will be mailed to them prior to the meeting.

Adjournment

As there were no questions or comments, those in attendance were invited to meet with staff after the meeting.

The Meeting adjourned at 8:10 p.m.

(A)

Programme for Renewal, Improvement, Development and Economic Revitalization (PRIDE) Citizens' Neighbourhood Advisory Committee

Role of the Committee

To assist and advise City Council and the appropriate Standing Committees of Council, through the Department of Community Development in the possible delivery of services through the improvement programme.

Membership

The Committee is comprised of fifteen (15) residents and/or property owners from the neighbourhood. Both Aldermen for the Ward in which the PRIDE is located shall alternate chairmanship of the Committee meetings. One Community Renewal Officer and a recording secretary from the Department of Community Development will attend all meetings of the Citizens' Committee, and, in addition, expert staff from other Departments (e.g. Traffic, Engineering, Culture and Recreation, etc.) will attend as required.

Frequency of Meetings

The meetings are normally held once/twice a month, however, they may be held more frequently, if required. The notice of meetings will be circulated one week prior to the meeting along with the minutes from the previous meeting.

Responsibilities of the Chairman

Both Aldermen for the Ward will alternately chair the PRIDE Citizens' Advisory Committee unless otherwise agreed. The Chairman does not have a vote. The Chairman shall co-ordinate the meeting and represent the Committee to the various Committees of Council and City Council. The Chairman may call any additional meetings at his/her discretion. Should neither Aldermen be able to attend a Citizens' Advisory Committee meeting, the remainder of the Committee shall elect a Chairman for that meeting; however, no item shall be voted on without representation of at least one Ward Alderman at the meeting unless previously agreed upon.

B-1/2

RULES OF ELECTION/SELECTION TO NEIGHBOURHOOD ADVISORY COMMITTEE

A) Election at Public Meeting

1) Membership

Five (5) of the fifteen (15) members which constitutes a Neighbourhood Advisory Committee (hereafter referred to as the Committee) will be elected at the second of two public meetings which are held in the Designated PRIDE area.

2) Eligibility

Any person nominated must fulfill at least one (1) of the following criteria:

i) a resident homeowner of the area
ii) a tenant in the area
iii) a property owner in the area
iv) must be a business operator in the area.

Any nominee must be eighteen (18) years of age or older.

3) Nominations

A person may nominate him/herself or another person who meets the eligibility requirements as listed in Section A.2.

No seconder is required for the nomination.

The nominee must indicate his/her acceptance for his/her name to stand in nomination.

There is no limit on the number of nominations received.

All nominations will be listed for those present to see.

B 2/2

4) Election

Five (5) members will be elected from those people nominated.

One (1) ballot with five (5) spaces will be given to each person present who is eligible to serve on the Committee according to the criteria as listed in Section A.2.

Each person may list up to five (5) of the names of the nominees on a ballot.

One vote will be accorded each recorded name on the ballot.

Those people who are nominated but not elected at the Public Meeting, are eligible to fill one of the ten (10) remaining seats on the Committee, so long as they indicate their desire to do so by either filling out a Nomination Form or by writing a personal letter and sending either one to the City Clerk.

B) Selection From Nomination Forms and Personal Letters

Remaining ten (10) members will be selected from Nominations received by the City Clerk.

Any person who meets the eligibility requirements as listed under Section A.1 may forward a personal letter or nomination form to the City Clerk.

A person may nominate him/herself or another person who fulfills the eligibility requirements as listed under Section A.2.

All nominations sent in this matter must be postmarked not later than two (2) weeks after the date of the second Public Meeting.

All nominees will be notified as soon as possible as to the status of their nomination (whether they have been selected to serve on the Committee or not).

5

CENTRAL AREA DEVELOPMENT SUMMARY

As of 1990 11 30

Site Plan Applications

Map	File No.	NH	Address	Project Description	Sq. Metres Site Area	Sq. Metres Comm. Area	Status
A	DA 88-39	Du	85 Robinson St.	"Thistle Club" Project	7871		Plans Finalized
B	DA 89-03	Ce	81-91 Cannon St. W.	28 Unit Res. Condo	1710		Plans Finalized
C	DA 89-31	Du	99 Duke/191 Bay St. S.	Professional Offices	715	484	P&D Approved
D	DA 89-39	Ce	17 Main St. W.	145 Unit Snr. Apt.	6507		P&D Approved
E	DA 89-102	Be	190 King William St.	"Theatre Aquarius"	5700		Construction
F	DA 90-04	Du	10 Herkimer St.	Expand Nursing Home	1700		Plans Finalized
G	DA 90-37	Ce	119 James St. N.	7 Storey offices	1313	7832	Circulated
H	DA 90-48	Be	40-52 Catharine St. N.	147 Bed Ret./Comm.	6747	2809	P&D Approved
J	DA 90-54	Du	46 Herkimer St.	3 Unit Condo Addition	1153		P&D Approved
K	DA 90-72	Co	206-210 Jackson St. E.	29 Unit Apartment	1134		Circulated
L	DA 90-73	Co	191 Jackson St. E.	50 Unit Apartment	2097		Circulated
M	DA 90-75	Ce	11-15 Windsor St.	16 Townhouses	2704		Circulated
N	DA 90-77	Ce	174 Main St. W.	408 Unit Res./Comm. TH	7051	3720	Circulated
P	DA 90-95	Be	114-122 Catharine St. N.	15 Unit Apartment	1746		Circulated
Q	DA 90-96	Co	111-119 Hughson St. S.	16 Unit Apt./Comm.	907	998	Circulated

Ce: CENTRAL Co: CORKTOWN Du: DURAND Be: BEASLEY
NE: NORTH END EAST NW: NORTH END WEST

SUMMARY

Total Area of Site Applications:	46,402 m2
Total Commercial Area:	14,845 m2
Apartments\Condominiums:	954 Units
Townhouses:	16 Units

CENTRAL AREA DEVELOPMENT SUMMARY

As of 1990 11 30

Zoning Applications

Map	File No.	NH	Location	Application	Sq. Metres Site Area	Comm. Area	Res. Units	Status
1	ZA 88-98	Ce	"Tiffany Block"	K > E	5000			Public Meeting
2	ZA 89-62	Ce	43 Caroline St. N.	E-3 > Temp. Parking	1821			Approved
3	ZA 89-81	Du	130 Bay St. S.	E-3 > Mod. E-3	1408	765	48	OMB Approved
4	ZA 89-129	Ce	NW Cor. James & Vine	L-c & H > Mod. H	1376	7231		OMB Hearing
5	CI 89-I	Be	207-211 Hughson St. N.	D > G-3	650			Approved
6	ZA 90-06	Be	260-280 King St E.	H > Amend. H	2230	2508	110	Approved
	ZA 90-21	Sa	55 Queen N./125 Napier	J > E-3	1500		268	Approved
7	ZA 90-25	NE	189 Picton St. E.	D > G-3	420			Circulated
8	ZA 90-44	Du	54 Hess St. S.	Comply with HI	125		4	Approved
9	ZA 90-47	Co	150-158 Catharine St. S.	E-3 > E-3 Mod Parking	463			Approved
10	CI 90-G	Be	44-52 Elgin St.	further Mod. to A	2370			Circulated
11	ZA 90-66	Be	158 Mary St.	D > Mod. D	324	324		Approved
12	ZA 90-68	Ce	186-188 Queen St. N.	JJ > E or E-3	1375		60	Approved
13	ZA 90-70	Be	41-45 Cathcart St.	further Mod. to D	1086		22	Circulated
14	ZA90-89	Be	252 James St. N.	Mod. to D and H	2125			Circulated

Ce: CENTRAL Co: CORKTOWN Du: DURAND Be: BEASLEY
NE: NORTH END EAST NW: NORTH END WEST

NB: This table does not include projects which have gone to Site Plan Application.

SUMMARY

Total Area Zoning Applications: 14,993 m2
Total Commercial Area: 10,828 m2
Apartments\Condominiums: 512 Units
Townhouses:

CENTRAL AREA DEVELOPMENT SUMMARY

As of 1990 11 30

Other Development

(not under Re-Zoning or Site Plan)

Map	File No.	NH	Address	Project Description	Sq. Metres Site Area	Sq. Metres Comm. Area	Status
a		Be	89-93 King St. E.	3 storey commercial	285	1140	Construction
b		Ce	100 King St. W.	new comm. addition	715	715	Construction
c		Be	17-31 King St. E.	Woolworth's demolition	1650		Proposal
d		Be	100 King St. W.	Stelco Tower expansion	600	600	Proposal
e		Ce	18-24 James St. S.	former Robinson's site	1700		Vacant
f		Co	36 Hunter St. E.	proposed GO Terminus	14800		Proposal
g		Du	105 Aberdeen Ave.	proposed demolition	1380		Proposal
h		Ce	22,30 Bay S.,191 King W.	public parking lot	5750		Approved

Ce: CENTRAL Co: CORKTOWN Du: DURAND Be: BEASLEY

NE: NORTH END EAST NW: NORTH END WEST

PS-4-7-9

The Spectator September 12, 1990

Public meeting slated on Crystal Palace plans

A PUBLIC meeting to outline plans for the Crystal Palace — a $6-million floral showcase proposed for a site across Main Street from Hamilton city hall — is tentatively scheduled for 7 p.m. Sept. 27 in the council chamber.

Suggestions made at the meeting will be considered before council's parks and recreation committee is asked to approve the project.

Alan Paterson, director of the Royal Botanical Gardens and a member of the Crystal Palace subcommittee, suggested yesterday that there might be an opportunity to provide inviting new entrances to Hamilton Place, the convention centre and the art gallery, which adjoin the site.

"The art gallery's entrance is strange and the convention centre and Hamilton Place are impossible to find, as the city knows and all residents know.

"There could be an opportunity here to combine all three in an interesting and exciting way; the site offers enormous possibilities."

Alderman Tom Jackson declared himself "fully on board," but warned committee members not to make the plans too grandiose.

capic

CENTRAL AREA PLAN IMPLEMENTATION COMMITTEE

a Subcommittee of the Planning and Development Committee

c/o CITY HALL, 71 MAIN STREET WEST, HAMILTON, ONTARIO, L8N 3T4

6.

PROPOSED 1991 WORK PROGRAM

FOR DISCUSSION ONLY

The 1991 Work Program has been designed (subject to comments) to incorporate previous ideas that were put forth by CAPIC members and by amalgamating 'pending items' from the previous year. Undertaking this exercise has resulted in the creation of a number of 'Issue Areas' which consist of several related matters. By using this approach it is possible to discuss a number of related SUBJECTS within the umbrella of a broader context. Thus, it will be possible to address matters keeping in mind their inter-relationships. The following Issue Areas have been compiled thus far.

1. Public Participation

Within the context of public participation the following subjects may be addressed:

a) Public Participation in Planning - What are the philosophies; how is public participation currently being treated in the City of Hamilton, especially in the Neighbourhoods Section?

b) Information Systems - Given the increased information demands from a more informed public, how can we respond?

c) Foundation Funding - What type of Foundation Funding can be sought to help with public participation endeavours such as 'pilot projects'?

2. Sustainable Development and Healthy Cities

This issue area is very broad and can serve as the context to discuss and number of matters:

a) What do sustainable development and healthy city movements mean for the Central Area?

b) Urban Values and the Central Area Plan - Review the values and/or guiding principles as they are spelled out in the Central Area Plan. Do these values coincide with philosophies of sustainable development and healthy cities? Is CAPIC applying the values of the Central Area Plan to its actions? Are CAPIC'S values evident in its public image (i.e. actions, decisions, CAPIC brochure)? Is there potential for a CAPIC mission statement based on these principles?

c) Waterfront - Are the issues confronting the waterfront being handled within a sustainable development context, especially in the Central Area? Continue discussion of the Crombie Commission and its recommendations.

d) Housing - How can sustainable development and healthy cities principles be applied to housing in the Central Area? Are amendments to the Central Area Plan needed to encourage higher density housing? Possible presentation by Richard Gilbert on Sustainable Development for Housing in conjunction with the SD Task Force.

3. Transportation Issues in the Central Area

a) The Regional Transportation Study - When will Terms of Reference be available for comment?

b) GO Station in Downtown Hamilton - What has been the progress of this development?

c) Perimeter Road Study - Remain involved and informed in this Study.

d) Truck Routes - Consider changes in truck routes.

4. Residential Neighbourhood Issues

Residential neighbourhood issues may include N.E.C. Control Areas, zoning for institutional uses and the rezoning in Durand.

5. Continuation of CBD Study

Topics to address include urban design issues, +15, building envelopes, planning design briefs, streetscaping, "Vision of Britain" (Prince Charles) presentation.

capic

CENTRAL AREA PLAN IMPLEMENTATION COMMITTEE

a Subcommittee of the Planning and Development Committee

c/o CITY HALL, 71 MAIN STREET WEST, HAMILTON, ONTARIO, L8N 3T4

P5-4-7-9

February 1, 1991

TO: ALL CAPIC MEMBERS

RE: **NOTICE OF MEETING**

The time for the next scheduled meeting of CAPIC has been changed as follows:

DATE: Friday, February 22, 1991

TIME: 9:00 a.m.

PLACE: Room 219, City Hall

This meeting time has been established to accommodate a presentation by GO Transit on the extension of increased rail service to Hamilton. An agenda will be sent in mid February. There is therefore no CAPIC meeting on February 8, 1991. There is a regular CAPIC meeting scheduled for March 8, 1991.

Please feel free to call me at 546-4229 if you wish to discuss any matter related to CAPIC.

David Godley

David Godley
CAPIC Co-Ordinator

D.G.:NS

A:\CAPIC.LET

capic

CENTRAL AREA PLAN IMPLEMENTATION COMMITTEE

a Subcommittee of the Planning and Development Committee

71 MAIN STREET WEST, HAMILTON, ONTARIO, L8N 3T4

CA4 ON HBL A05
URBAN/MUNICIPAL
C51P4C
1991

URBAN MUNICIPAL
GOVERNMENT DOCUMENTS

NOTICE OF MEETING

Friday February 22, 1991

9:00 a.m.

Room 219, Hamilton City Hall

David Godley

David Godley, CAPIC Co-ordinator
(546-4229)

AGENDA

1. Chairperson's Remarks
2. Members' Reports (two minutes maximum)
3. Minutes of Meetings held January 11, 1991 and January 25, 1991 (attached)
4. Presentation by GO Transit on the Aldershot to Hamilton Expansion Program
5. Information Items
6. Other Business

**** Please note that the meeting of February 22, 1991 is to be held in Room 219.**

Next Meeting March 8, 1991

Miss Kathy Deiter
Urban Municipal Library
Hamilton Public Library
55 York Boulevard
Hamilton, Ontario
L8R 3K1

capic

3a.

CENTRAL AREA PLAN IMPLEMENTATION COMMITTEE

a Subcommittee of the Planning and Development Committee

c/o CITY HALL, 71 MAIN STREET WEST, HAMILTON, ONTARIO, L8N 3T4

MINUTES

CENTRAL AREA PLAN IMPLEMENTATION COMMITTEE

City Hall, Room 233

January 11, 1991

MEMBERS ATTENDING

Charles Forsyth - Chairperson	Citizen Member
Russell Elman - Vice Chairperson	Durand Neighbourhood Association
William McCulloch	Alderman Ward 2
Gloria DeSantis	Social Planning and Research Council
Maggie Fischbuch	Citizen Member
Gil Simmons	North End Neighbourhoods
John Eyles	McMaster University
John Nolan	Past Vice-Chairperson
Gabriel Etele	Downtown BIA
Anne Stewart	Hamilton Board of Education

REGRETS

Kay Nolan	Separate School Board
Ozzie Ferguson	United Senior Citizens of Ontario
Marvin Wasserman	King East Business Association
Helen Nemeth	Beasley Neighbourhood
Andrew Mackenzie	Hamilton and District Labour Council
Mark Boyak	Hamilton Real Estate Board
Bruce Rankin	Hamilton Society of Architects

STAFF

David Godley (Co-ordinator)	Local Planning
Mary Domagala (Secretary)	Local Planning
Vanessa Grupe	Local Planning
Vladimir Matus	Local Planning
Marni Fera	Local Planning
Pamela Sopp	Local Planning
Luciano Piccioni	Regional Planning

1. Chairperson's Remarks

1. The Chairperson welcomed everybody. He made reference to the letter sent to all members on December 21, 1991, describing some of the interesting developments in the Central Area.

2. Members' Reports

2. Russel Elman posed two questions for discussion:

1) Are there any policies or positions related to demolitions of historic houses such as that at 105 Aberdeen (aside from LACAC)? Discussion revolved around the demolition of 105 Aberdeen Street. John Nolan provided a history of the recent happenings surrounding the property. CAPIC concluded that policies with respect to neighbourhood preservation in the Central Area need to be examined. It was moved by Gil Simmons and seconded by Russel Elman that a subcommittee be struck to examine policies which affect neighbourhood preservation and integrity and that a report be brought forth to CAPIC. The subcommittee will consist of Gill Simmons, John Nolan and Russel Elman.

ACTION - MARY DOMAGALA

2) In the Spectator there was reference made to open houses being hosted by GO Transit. How does CAPIC fit in? Russel suggested that perhaps the GO authorities should be contacted to make a presentation to CAPIC, as they have done this in the past. Gil Simmons added that an updated ownership map be compiled for the lands surrounding the proposed GO station.

ACTION - MARY DOMAGALA

3. Anne Stewart presented the School Board's point of view with respect to the proposed closing of Allenby School at the west end of Hunter Street. It may involve the displacement of fifty students to Central School.

3. Minutes of the Meeting held December 14, 1990

4. Mary Domagala noted that the minutes in the agenda package ended abruptly because the last page was omitted. The last page was circulated as an addendum.

5. David Godley stated that paragraph 15 should be corrected to state that Bob Chrystian said that there was concern at one point about the logistics of transporting the mums. David asked that paragraph 17 should be changed to note that Bob Chrystian is satisfied that the Mum Show can take place at the Crystal Palace which is planned for Commonwealth Square. Moved by Alderman McCulloch, seconded by Russell Elman and carried.

6. The minutes were adopted as amended. Moved by Anne Stewart, seconded by Gil Simmons and carried.

4. Public Participation Discussion

7. Item a) David Godley presented Sharon Arnstein's "Ladder of Citizen Participation" (attached in the agenda).

8. Item b) David Godley stated that there has been a growing demand for neighbourhood plans in the lower City. There is a priority for enhancing the plans of Central Area neighbourhoods. David also referred to the public participation policies in the Central Area.

9. Gloria DeSantis provided some examples of the public participation roles played by the Council. She mentioned that there was a Community Development Section within the organization which encouraged opportunities to maximize public participation. The SPRC encouraged participation of mental care recipients in the drafting of provincial legislation and encouraged the United Way to go public with the shortfall in their recent campaign.

10. Item c) Mary Domagala mentioned that a Citizen's Advisory Committee is being established for the Central/Beasley PRIDE Program, administered by the Public Works Department. A great deal of interest has already been expressed by the residents of the area in improving the community. Three hundred questionnaires were received from area residents which is much more than the typical 50-100 returns from other PRIDE areas. There may a possibility that the Citizen's Committee will form into a more permanent group, thereby increasing citizen input into the planning of the Central Area. There may be role for CAPIC, as a promoter of public participation to be a resource to the group. Mary also provided information on the Mountview Parks Association as requested at the last meeting. Correspondence is to be forwarded to Mary from the group and will be included in an upcoming agenda package.

ACTION - MARY DOMAGALA

11. Discussion took place on public participation. Some of the highlights of the discussion were as follows:

a. Gil Simmons noted it is a serious mistake when institutions presume that they have to teach the public before they can effectively contribute to decision making. In this scenario, public participation means that the public does not get involved until staff has done something first.

b. John Nolan, who has had many years of experience in public participation related to land use planning, indicated that there are two types of public participation: i) informed or active participation; and ii) reactionary participation. He gave examples of both types and stressed the importance of the first type.

c. John Eyles said that the problem with public participation is that it is "motherhood" and that it is "codified" in the Planning Act. We must ask ourselves what is the most appropriate type of public participation for specific issues. There are generally two times that the public are become interested:

i) when they want to react against something; and

ii) when there is an opportunity for creative involvement through committees or other mechanisms.

Both types of participation are needed.

d. Alderman McCulloch stressed the need for "reaction" type of participation along with "informed" participation. "Reactionism" does not necessarily pay lip service to an issue. He illustrated the point by making reference to 105 Aberdeen. He felt that CAPIC could play a role in making the public better aware of what is happening with respect to certain issues (i.e. Perimeter Road).

e. Anne Stewart suggested the education system as a vehicle to encourage participation since many people already have contact with schools through their children's enrolment. School Boards have available facilities and expertise. These resources should be tapped.

f. Maggie Fischbuch put forth a number of problems with public participation. The first being the identification of "the public". Another problem is timing and not having enough time to incorporate public participation into projects. Timetables should be set up to include a public participation process. There is a need for lateral thinking. We must acknowledge that we have not developed ways of thinking and generating ideas to address all problems. The question "Do we want public participation?" must also be dealt with. There is a need for staff support for neighbourhood groups. Finally, we have not fully developed ways of identifying community issues.

g. Gloria DeSantis spoke of "deprofessionalism" and informed public. "Informed Participation" is essentially based on life experiences. Our roles and assumptions as professionals must be challenged. Passivity amongst the public is often a result of professionals not informing the public as to how they can get involved.

h. Russel Elman posed the question, "Why do we want public participation?" We elect representatives to make decisions on our behalf. CAPIC is only an advisory committee. Elected officials make decisions in response to public opinion. Therefore, public participation which influences decision making,

specifically in the Central Area, should be encouraged. Support is needed for Central Area neighbourhoods. The Durand Neighbourhood Plan Implementation Committee is a good example of a successful neighbourhood group. There is no need to reinvent the wheel and the Durand Committee could be used as a model for other groups. Neighbourhood committees can in fact speed up the planning process and reduce costs for City Hall because they take on some of the work. However, some staff support is needed.

i. David Godley agreed that Committees are useful vehicles. Staff support is already given to CAPIC which is a priority committee and the Durand Implementation Committee. There is currently a struggle for staff support. The Department is trying to provide enough staff support for Durand, however, at present resources should be shifted. The Neighbourhood Committee is being encouraged to take on more of the administrative work.

j. Gabriel Etele mentioned that CAPIC members represent various groups but do they in fact represent those interests at the table? Basically, the onus is on the public to motivate themselves. We cannot really influence who becomes involved because we are motivated by things that impact on us. If we want increased public participation we must increase efforts to let people know what we are doing and what is to be discussed.

k. At this point Charles Forsyth inquired where this discussion should be going. He suggested that CAPIC creates a useful document to set out the layers and modes of public participation. We need to create new institutions for the 1990s which would not involve straight line thinking. Perhaps CAPIC could emerge with a 5 or 6 page document to be submitted to Planning and Development Committee. This document should put forth the types of participation and modes of participation for the Central Area.

l. Gil Simmons endorsed this idea.

m. John Nolan said that the planning process is adversarial, having winners and losers with no consideration for good planning. Lateral thinking is needed to lead to better planning.

n. Charles Forsyth said that planning field offices in the neighbourhoods would permit maximum contact with the people and institutions. It certainly would be tough to implement field offices in times when budgets are tight. However, Charles wondered if decentralization might be an option.

o. Anne Stewart mentioned that the School Board has implemented a decentralization plan. It was difficult at first, but the Board finds that it is working very well. Decision making is taking place at the grass roots level. The overall process is working very well.

p. Maggie Fischbuch suggested that connectors between departments should be established. As well, accessible information as to what's happening at City Hall should be made available in a "user-friendly" mode (i.e. pamphlets).

q. Gil Simmons suggested that CAPIC have a regular time slot on television. She felt that pamphlets are boring to read and not as accessible as cable television.

r. Gabriel Etele felt that field offices are a good way to get CAPIC's message out to the public.

s. Charles Forsyth put forth some concluding comments. Essentially he is aware of the financial situation at City Hall and the resultant pressures. Perhaps CAPIC, through the Planning and Development Committee could approach the Province for funding to try a "pilot" planning field office which would be flexible and closely monitored. Charles concluded that a subcommittee be struck to come up with recommendations for presentation to Planning and Development Committee. The subcommittee members will include Gloria DeSantis, Gill Simmons, Maggie Fischbuch, Gabriel Etele and Charles Forsyth.

ACTION - MARY DOMAGALA

10. The meeting adjourned at 12:00 p.m.

capic

3b.

CENTRAL AREA PLAN IMPLEMENTATION COMMITTEE

a Subcommittee of the Planning and Development Committee

c/o CITY HALL, 71 MAIN STREET WEST, HAMILTON, ONTARIO, L8N 3T4

MINUTES

CENTRAL AREA PLAN IMPLEMENTATION COMMITTEE

Special Meeting on CN Rail Station

City Hall, Room 219

Friday January 25, 1991

MEMBERS ATTENDING

Charles Forsyth - Chairperson	Citizen Member
Russell Elman - Vice Chairperson	Durand Neighbourhood Association
William McCulloch	Alderman Ward 2
Gil Simmons	North End Neighbourhoods
John Nolan	Past Vice-Chairperson
Gabriel Etele	Downtown BIA
Bruce Rankin	Hamilton Society of Architects

REGRETS

Kay Nolan	Separate School Board
Ozzie Ferguson	United Senior Citizens of Ontario
Marvin Wasserman	King East Business Association
Helen Nemeth	Beasley Neighbourhood
Andrew Mackenzie	Hamilton and District Labour Council
Mark Boyak	Hamilton Real Estate Board
Gloria DeSantis	Social Planning and Research Council
Maggie Fischbuch	Citizen Member
John Eyles	McMaster University
Anne Stewart	Hamilton Board of Education

STAFF

David Godley (Co-ordinator)	Local Planning
Mary Domagala (Secretary)	Local Planning

1. Chairperson's Remarks

1. Charles Forsyth called the meeting to order. He began by stating that CAPIC is interested in the fate of the CN station because of the station's significance to the Central Area. He explained that the meeting was called quickly so that CAPIC could respond to the issue with some type of recommendations to the Planning and Development Committee. A number of hand outs were distributed.

2. David Godley mentioned that the Planning and Development and Economic Development Departments were requested by the P&D Committee to prepare a report describing potential alternative uses for the CN Station*. LACAC has the issue on their upcoming agenda as well.

3. Charles said that at this point ideas and concerns need to be expressed. At the end of the meeting CAPIC must determine ways of responding.

4. Alderman McCulloch suggested that a special ad hoc committee be established to examine what was suggested in the past and look into what the station could be used for in the future.The City may not choose to save the building if a viable use for it has not been found because of the potential drain on the public purse. Alderman McCulloch suggested that CAPIC urge VIA Rail not to pull service from Hamilton and endorse the formation of an ad hoc committee to look at the future of the station.

5. Russell Elman said there were two issues at hand. The first is the transportation component of the Central Area. The notion that VIA trains will pass through the City and not stop is outrageous. The second issue is the use of the CN building itself. Russell's third point was that the debate as to whether the GO station should be located at the VIA station should not be reopened.

6. Bruce Rankin said that he felt that the decision surrounding the VIA station with respect to discontinuing train service, was fait accompli. Waterdown is the logical transfer point. Bruce has been involved with work on the station in the past and noted that it will cost a lot of money to revitalize it. He also mentioned that the back of the building really did not have a great deal of historical significance.

7. David Godley noted that if the open space in front of the building was sold and developed it could block the view of the building.

8. Gil Simmons said that she was very disappointed in the way the GO train situation was settled. Why would VIA have any reason to remain at the James Street Station if GO was pulling out? The transportation issue is very important. The preservation of the existing building is also important because it serves as an anchor for Jamesville and a gateway to the Harbour Neighbourhood. Gil was aware of potential funding from Environment Canada for a Pollution Centre to be set up in Hamilton. Perhaps the station might be a suitable sight. When looking for clients for the station some "environmental clients" should be considered.

9. Alderman McCulloch thought this was a good idea. He also noted that LACAC is proposing to designate the station under a new federal Act.

10. Charles Forsyth summarized thus far. The ad hoc committee should be formed of representatives of stakeholders and staff of City departments. He also noted that the use of the CN building should maintain some transportation component if ever there is reconsideration to use the building for train service in the future. Charles felt that a consortium of private/public partners was needed to make the building work. In consideration of future plans for the building, it must not be looked at in isolation but in context of the whole North End. The station could become a critical building in the North End.

11. Art Lomax inquired whether the green space in front of the building was legally divided from the building. He then commented that flexibility was the key in developing a future use for the station.

12. Discussion continued about GO service between Hamilton and Aldershot. Mary Domagala noted that officials from GO transit will be giving a presentation on this subject at the next CAPIC meeting.

13. The meeting concluded by members proposing that a report be prepared to Planning and Development Committee that will essentially state the following:

    a) That CAPIC endorses the formation of an ad hoc committee to look at the preservation of the CN building and examine future uses of the property;

---

* City Council, on January 29, 1991, asked the CAO to arrange a meeting with CN.

b) That CAPIC endorses LACAC's recommendation to designate the building under the federal Railways Act; and

c) That CAPIC reaffirm in principle, the need to increase GO train service into downtown Hamilton and to continue VIA service into the City.

In addition to the recommendation to the Planning and Development Committee, CAPIC wants to further examine the transportation policies contained within the Central Area Plan. Moved by Russell Elman, seconded by Gil Simmons. Carried.

(ACTION - MARY DOMAGALA)

14. The meeting adjourned at 11:00 a.m.

TRANSPORTATION POLICIES FROM CAP

4.

4.8 MOVEMENT

An efficient comprehensive transportation and transit system is essential to the Central Area. The system serves to integrate traffic with a desirable living and working environment.

This transportation system embraces car, bus, bicycle, rail, truck, pedestrian movement, as well as roads parking, loading and distribution points. This system should move people and goods into, out of, and within the Central Area with minimum disruption to the existing environment. In addition, the system is essential to the Central Area's role as the primary Regional employment centre and the enhancement of its business and commercial functions. In this regard, public transit plays a positive role in the development of the Central Area. The transit system will focus on the Downtown Core to increase accessibility and reduce the need for private vehicles in the area.

Key improvements include:

- reduction of "through" truck and commuter traffic within the core, and the interior of residential areas;
- continued development of a circumferential road system;
- provision of a pedestrian circulation system (e.g. +15 pedestrian walkways) in appropriate locations, upgrading and widening of sidewalks to link residential development to commercial, shopping, recreational facilities;
- continuation of the development of an efficient, co-ordinated public transit system; and,
- resolution of environmental concerns associated with the high volume of traffic in the Central Area.

An effective transportation system must achieve a proper mix of all forms of movement. Planning should provide for an appropriate mix of pedestrians and vehicles to achieve a balance between accessibility and a healthy environment. Continued monitoring of the traffic flows and volumes will be undertaken so as to provide the basis for making necessary adjustment in the future.

Policies regarding movement apply throughout the Central Area. Further, the policies of Subsection B.3 also apply to the Area.

Efficient System	4.8.1	The operation and adjustments to the traffic system should be compatible with the safety and convenience of pedestrians, desired land uses, and other goals for the Central Area.
Roads	4.8.2	Roads and sidewalks should be properly maintained as part of the overall enhancement of the image and environment of the Central Area.

Through Traffic

4.8.3 In order to alleviate traffic problems and reroute through vehicular traffic, especially truck traffic, away from the downtown area, there will be a new transportation route which would link Burlington Street West to Highway 403. In this regard, planning for such a route should reflect the overall goals for the Central Area with special consideration given to resolving any potential problems arising from its impact on adjacent residential neighbourhoods, the waterfront, the environment and on traffic flow through the Downtown Core.

4.8.4 The existing system of major roadway and truck routes should be maintained and modified as required.

Diversion of Through-Traffic

4.8.5 In order to minimize disturbance and enhance the residential amenity, wherever feasible, through traffic will be encouraged only along roadways identified as major roads on Schedule "F".

Road Priorities

4.8.6 Any decision on the priority for new roads should take into account the importance of the Central Area in providing a high level of service to the whole Region, creating employment opportunities, energy efficiency, and improved environmental quality in terms of amenities and safety.

Parking

4.8.7 To preserve and promote the economic health of the downtown core as the Regional economic centre, sufficient parking spaces should be available. Parking facilities should be improved, both by the City and privately. These spaces should be conveniently located and operated in such a manner as to encourage their use for short term parking needs for shopping, entertainment and business. As such, parking should be provided in accordance with the following provisions:

(i) parking, loading and docking facilities for new development will be encouraged. Preference should be given to multi-level parking structures provided by the proponent or in co-operation with other developers to support an increased employment and shopping population;

(ii) on-street parking will continue to be reviewed for maximum use of the spaces and compatibility with safety, movement and environment needs;

(iii) Off-street parking lots will be encouraged in accordance with the policies of Sub-section 4.9; and

(iv) Major parking facilities should be located and arranged so as to minimize through traffic and reduce congestion. They will be encouraged to locate in the Downtown Core.

Pedestrian Movement

4.8.8 Council will encourage improvements to and expansion of the pedestrian circulation network which may consist of +15 pedestrian walkways sidewalks and communal areas in proposed development in order to enhance the attractiveness of the downtown core.

Vehicle/ Pedestrian Interface

4.8.9 Wherever feasible, vehicular and pedestrian traffic will be separated.

Pedestrian Access

4.8.10 Improved pedestrian access should be encouraged in the downtown core for the elderly, children and the disabled (e.g. wheelchair ramps).

Pedestrian Links

4.8.11 In accordance with the provisions of Subsection B.3.4 of this Plan, pedestrian walkways will be encouraged to form a continuous green space corridor linking the Escarpment to the Bay. These links will provide access to parks, residential areas, the Downtown and other pedestrian destinations in the City.

Bicycle Routes

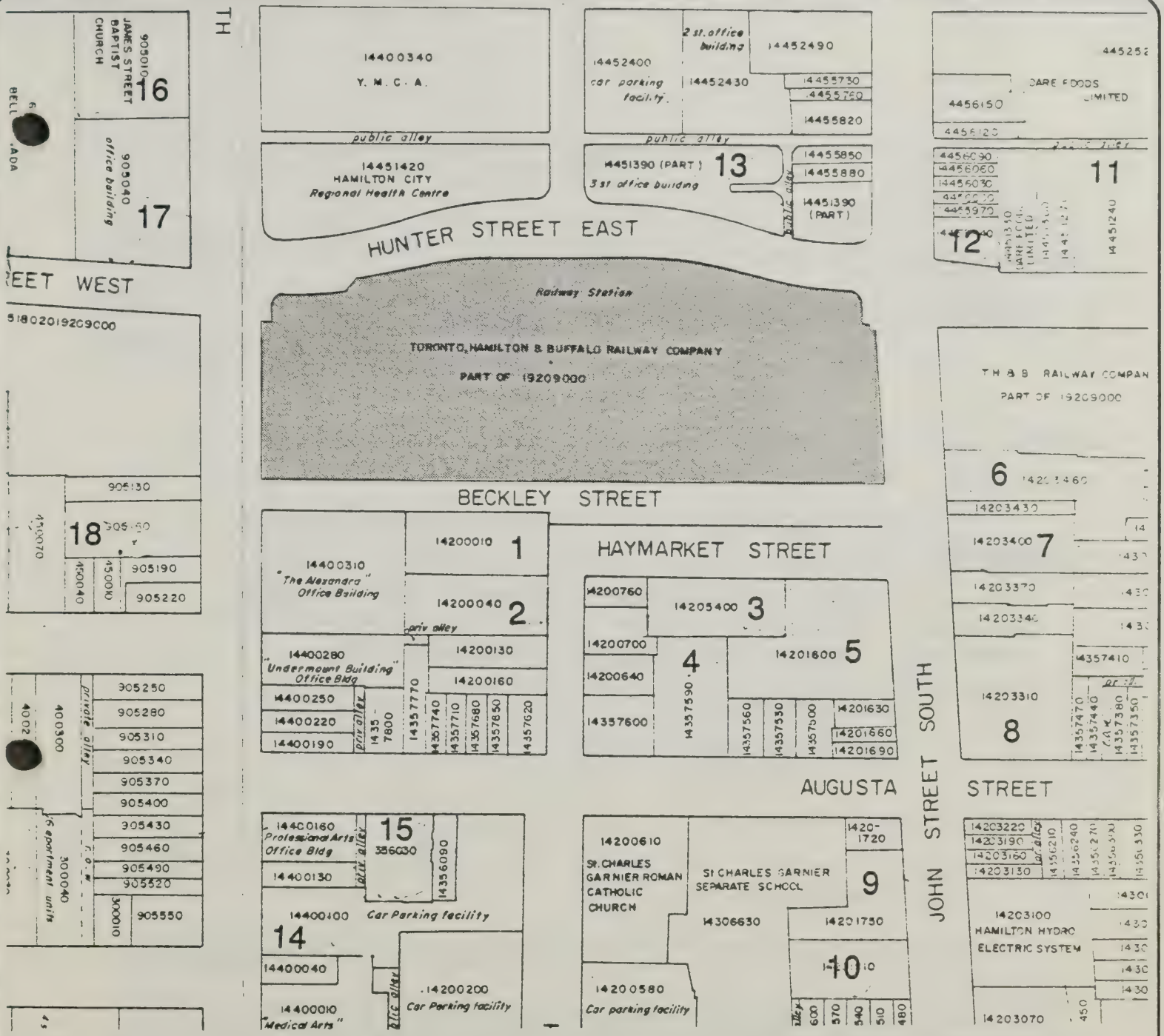
4.8.12 The safe, convenient use of bicycles in a way that minimizes conflicts with pedestrians and vehicles will be encouraged, through the provision of bicycle routes throughout the Central Area.

4.8.13 A bicycle path system, similar to pedestrian links, will be encouraged to link the Escarpment and the Bay and provide access to parks, residential areas, the Downtown and other destinations in the City.

Public Transit

4.8.14 All forms of public transit should contribute to a convenient and coordinated system of transportation within the City. Accordingly, the downtown urban transit bus mall will be improved, as required, to ensure downtown's role as the primary focal point of transit service and thereby provide access to employment, commercial and cultural activity nodes in the Area.

Multi-modal Transportation	4.8.15	A multi-modal transportation terminal should be provided at the Canadian Pacific (formerly T H & B) station.
Rail Service	4.8.16	Commuter (GO Train) inter-city passenger rail services linking Hamilton, and all other centres should be improved.
Bus Services	4.8.17	The bus service between Hamilton and Toronto and Hamilton and surrounding communities within and beyond the Hamilton-Wentworth Region should be maintained and improved.
Transit Links in the City	4.8.18	For the convenience of users, innovative methods will continue to be encouraged in order to improve the efficiency of public transit linking the downtown core and other areas of the City and beyond.
Air Service	4.8.19	The use of Hamilton Airport should be encouraged as a stimulant to the economic well-being of the Central Area.



T. H. & B. SURROUNDING PROPERTY OWNERS

1 GLAMAR INVESTMENTS LTD.
135 JAMES ST. S. 1500

2 WINCHIE TERRY LAWRENCE
PEROZAK MORRIS JOHN
112 HUGHSON ST. S.

3 DIMAS JOHN
22 HAYMARKET ST.

4 CUTAIA INVESTMENTS LTD.
143 JAMES ST. S.

RIZZUTO BROS. LTD.
P.O. BOX 1006 STN. A

6 TORBEEK LTD
c/o NIEUWLAND ASSOCIATES Inc.
131 JOHN ST. S. RM. 202

7 POON JIMY CHI MING
POON TUNG KEE
135 JOHN ST. S.

8 712106 ONT. Inc.
1 DUKE ST. S. 401

9 LADESIC MARYLYN
LAPCEVICH JOSEPH
RR2 CALEDONIA

10 LELASI ANDREW
LELASI FRANK
194 JOHN ST. S

11 SHEKTER BENJAMIN BENARD
103 JOHN ST. S.

12 CITY OF HAMILTON
HEALTH CARE
c/o TREASURY DEPARTMENT

13 & 14 171 JOHN ST. S HAMILTON LTD
c/o LOUNSBURY REALTY LTD

15 71 JOHN ST. S HAMILTON LTD
c/o LOUNSBURY REALTY LTD

16 JAMES ST. BAPTIST CHURCH
TRUSTEE
96 JAMES ST. S.

17 CHAMBERS T. GLEN TRUSTEE
c/o CHAMBERS & Co. LTD.
P.O. BOX 895 STN. A

18 A. Y. ALIENATED YOUTH OF CANADA
126 JAMES ST. S.
c/o CAROL DELGROSSO

FOR ACTION

FROM: Central Area Plan Implementation Committee

DATE: 1988 March 21

TO: Planning and Development Committee

File No.: P5-4-7

Attention Of: V. J. Abraham

SUBJECT

GO Rail Study

RECOMMENDATION

a) That the following recommendations be endorsed by the Planning and Development Committee and forwarded to the Transport and Environment Committee for a public meeting prior to a report to Council:

PRINCIPAL RECOMMENDATION

1) That the terminus for GO Rail be relocated at the CP (former T.H. & B.) Station as soon as possible;

OTHER RECOMMENDATIONS

2) That a public meeting be held to solicit comments prior to a City Council decision on this matter;

3) That the decision on the reconstruction of the Hunter Street tunnel be deferred until the growth in service warrants further examination;

4) That the CP station be developed as a multi-modal transport terminus and that the existing bus terminal be transferred to this station;

5) That the opening of the new terminus coincide with any improvement and/or changes to the HSR operations and the transferring of the existing bus terminal;

6) That the maximum GO Train frequency, including two-way service, be provided as soon as the new terminus is open and the operations be integrated with GO bus services;

7) That the Waterdown station be treated as a component of the initial project to provide commuter parking to serve the entire Region;

8) That the new terminus be developed as a mixed use development, including general purpose parking;

9) That, the new terminus be of a high quality design, and that the Urban Design Committee be requested to:

   i) review any proposed CP station development with participation by the public; and,

   ii) prepare guidelines for development in the area surrounding the CP station with participation by the public;

10) That every effort be made to retain and enhance the CP building as part of any development of the terminus;

11) That the Neighbourhood Associations and other interested groups participate in the process of identifying impacts and developing measures to mitigate adverse social and environmental impacts and enhance the social and physical environment, as part of the current study;

12) That the Central Area Plan Implementation Committee review this report and recommendations as further information is received and report back to the Planning and Development Committee.

Alderman David Christopherson
Chairperson

EXPLANATORY NOTE

Decisions about the GO Rail terminus are key to the development of the Central Area of Hamilton. The Central Area Plan Implementation Committee (CAPIC) (Appendix 1) has therefore prepared a report to enable the City to take a position on the matter.

A CP Station terminus has been recommended by a technical Project Team (Appendix 2) studying the improvement of GO Rail service. A summary of the information given by consultants McCormick Rankin is included in Appendix 3.

BACKGROUND

Individual CAPIC members have attended open houses prior to a presentation by McCormick Rankin to CAPIC in January. A sub-committee was formed and the report prepared and reviewed by CAPIC in February. The recommendations are based on available information at the time of writing this report. However, there may be a need to revise these recommendations as new information becomes available.

ANALYSIS

General Comment

An increased GO Rail service to Hamilton is important to the long term future of Hamilton. A rail link will improve transportation connections to Toronto and the east and supplement existing GO bus service and the freeway network. GO trains will be particularly important at rush hour when the freeway system is congested. GO trains will help the community have better access to Toronto and the east, allow those with jobs in the Toronto area to live in Hamilton more easily and create a commuting corridor for those who live along the northern lakeshore and who work in Hamilton. An efficient integrated transportation system will increase the economic potential of the Region, the City, the Central Area, and the downtown.

A GO rail terminus as part of an intermodal facility in the Central Area is in accordance with the city policies and the draft Central Area Plan (Appendix 4).

Location

Proximity of the CP station to the downtown and high density residential areas will provide significantly more convenience for potential users than the CN option.

Cost Effectiveness

Convenient location of the CP station will ensure greater ridership than the CN option and therefore, in the long run will provide a more cost effective service.

Intermodal Connection

The provision of a combined long distance bus terminal/GO Rail service is essential to an integrated transportation system. This can be provided equally well at both locations. However, the proximity of the major local bus movements (east, west along King and Main and mountain access on James and John) allows a good interconnection with the CP station. The VIA service, however, would be separate and a CP option would not jeopardize the expansion of this service. The CN station would require a special shuttle service to connect it with the downtown.

Economic Development

Development of the terminus and surrounding area has greater potential at the CP station because of its proximity to the downtown and all its support services. Improved transportation links would make investment in the downtown and Region, as a whole, more attractive. A terminus at the CP station would provide an impetus for development to the east of James Street.

Parking

The CN Station has limited scope for commuter car parking particularly when the land required for the Perimeter Road is removed. At the CP station there is even less scope. However, all day commuter parking at no charge or low rates, particularly at the CP Stations, is unrealistic and not desirable since it will use space which is at a premium for other purposes and add to the congestion in the downtown and nearby neighbourhoods. The Waterdown Station should be designed to provide adequate commuter parking as soon as the rail terminus is opened and for future expansion.

Cost

The CP option is $32 million more than the CN option. However, if the CP option excludes the double tracking and tunnel reconstruction in the vicinity of Queen Street, the two alternatives are comparative in cost; the CP option would be $8 million less costly. The Province is expected to fund the total cost of the extension of GO Train service.

Neighbourhood Impacts

The CN route right-of-way has little neighbourhood impact. The CP route has impacts on neighbourhood uses between Dundurn and Queen and Park and the CP Station. Impacts will also be felt east of the CP Station where trains are stored before being brought into service. Mitigating measures, possibly enclosing sections of railway are required to reduce noise, vibration and fumes. To this end, public participation should be provided in developing these measures.

Urban Design

The development of the CP Station presents interesting urban design opportunities and the potential for using and linking underused space at various levels. The CP Station, which is categorised as a landmark building by LACAC, would be provided with a new lease of life to ensure its preservation. There is a need to provide guidelines for new development surrounding the station to ensure development is properly integrated with the neighbourhood. The CN Station is also a landmark building and should be maintained as the VIA Station.

CONCLUSION

CAPIC has concluded that the most appropriate location for the terminus is the CP station and that as full a service as possible should be provided as soon as possible.

However, there is concern about the cost and impact of double tracking and Hunter tunnel reconstruction. Service should, therefore, be provided without reconstruction of the tunnel and a further decision made as the service develops. It is anticipated that the capacity of the Hunter Street tunnel will be satisfactory for a long time period and that options to the reconstruction of the tunnel, (e.g. supplementing service with the CN Station) could be considered as service approaches up to the maximum the existing tunnel allows, (i.e., approximately twenty passenger trains, which includes trains to and from Hamilton). It is felt to be impractical to provide full service (such as between Oakville and Toronto) for the foreseeable future because of the anticipated demand for service.

The Neighbourhood Associations and others interested should be involved, from the outset with the Province, in developing mitigating and enhancement measures to ensure a socially and environmentally sensitive option. The Urban Design Committee should be asked to review the proposed development and to prepare guidelines for surrounding development.

ADDENDUM

A majority of CAPIC members support the recommendations as presented. However, a number of members either opposed the recommendations or abstained from voting. Those opposing the recommencations favour the CN Station with the information that is now available. They see the advantages of the CN Station as being of long term economic benefit in terms of location within the City. They also see the CN Station being appropriate for extension of service to the Niagara Peninsula. Those abstaining either favour the CP station or are neutral on the choice of terminus.

The general concern of CAPIC members as a whole is that there is not enough economic or social impact information available or information about general feelings of the public, for final recommendations. For this reason CAPIC has recommended continued review as new information becomes available.

DG/dkp/CS

Spectator, Wednesday February 13, 1991

GOing for it

Transit plan on track to TH&B station: officials

By KEN PETERS
The Spectator

A $35-MILLION plan to bring GO trains and buses to a refurbished TH&B station remains on track, Hamilton-Wentworth politicians have been assured.

Hamilton can expect to receive its existing three-train-a-day service, which currently operates from the James Street North station, from the revamped Hunter Street terminal by late 1993, GO Transit officials told the region's economic development and planning committee yesterday.

Currently, the three Hamilton GO trains carry about 400 riders per day.

The new GO station, which will feature 16 bus bays, office tower space and a restored concourse, will be called the Hamilton GO Centre.

Hamilton Mayor Bob Morrow warned GO Transit officials the region is still smarting over the province's decision to cancel the north-south portion of the Red Hill Creek Expressway.

"This city and region have just been treated terribly by the provincial government on another transportation issue and this one can't be held up. We won't stand for any further delays," he said.

"I still don't believe this is happening. After all the doom and gloom we see something here that will enhance, enliven and uplift the people of Hamilton. I'm pleased to see this, that there is finally something positive happening," Hamilton Councillor Fred Lombardo said.

Construction on the new facility is expected to begin once an environmental assessment is completed.

GO Transit spokesman Rick Ducharme said the environmental assessment, which began in November 1989, has been received by Environment Minister Ruth Grier. Once the minister signs the report, an advertisement must be placed in newspapers to permit interested parties a final chance to respond. If no submissions are received, the report would be final.

Mr. Ducharme said a $120-million plan to bring 20 trains each day to the new station is part of GO Transit's 10-year plan. But the GO Transit official couldn't say when that project would proceed.

Meanwhile, construction is expected to begin this year on GO Transit's new Aldershot station, which will be built off Waterdown Road in Burlington. That station should be open next year.

5.

The Public Meeting on Pier 4 Park is to be held on:

Wednesday February 20, 1991

7:00 p.m.

Hamilton Yacht Club

2. (a) That Commonwealth Square be approved as the preferred site for the Crystal Palace project as documented in the Baird/Sampson Report dated 1990 September 12; and

(b) That funding of $1 000 000 for the Crystal Palace be included in the 1992-93 portion of the City's 1992-1996 Five Year Capital Budget submission (1992 $200 000 and 1993 $800 000) providing that the balance of the funds required for this project ($5 275 000) are committed by other levels of government and the private sector, and that the Crystal Palace Committee be empowered to approach other levels of government and the private sector for additional financing.

NOTE: Copies of the Baird/Sampson Report were presented to the Parks and Recreation Committee and are available from the Secretary upon request.

Passed by Hamilton City Council
February 12, 1991

Council plants first $1m for Crystal Palace plan

THE CRYSTAL Palace has received a $1-million kickstart from the city.

Hamilton council last night earmarked the money for the glass garden, contingent on the Crystal Palace committee coming up with the remaining $5.2 million needed for the floral showcase.

The funds will be set aside in the city's 1992-93 budget.

"If we don't come up with the money, we'll come back and say this is a dead issue," said Alderman Tom Jackson, committee vice-chairman.

Alderman Fred Lombardo opposed the facility, saying he's not convinced taxpayers won't end up bailing the project out if funding falls short.

"I want to be reassured the city isn't going to be committed to giving more than what's being suggested here," he said. "What's our protection?"

Mr. Jackson said the committee is seeking corporate donations and funding from other levels of government.

Council also backed a recommendation to build the palace on the 1.2-hectare (three-acre) plaza at Commonwealth Square, across from city hall.

Alderman Tom Murray supported the funding but opposed the location, saying it should be built at Gage Park, current home of the Mum Show.

The Crystal Palace will become the new home for the city's Mum Show and will serve as a permanent floral showcase.

By the time it's opened — possibly in 1993 — it will need $50,000 in funding annually from the city to cover operating expenses.

CITY OF HAMILTON

- RECOMMENDATION -

DATE: 1991 January 29
(P5-4-7-9)

REPORT TO: Mrs. Susan K. Reeder, Secretary
Planning and Development Committee

FROM: Charles Forsyth
Chairperson
Central Area Plan Implementation Committee (CAPIC)

SUBJECT:

Ad Hoc Committee for CN Rail Station.

RECOMMENDATION:

1. That an ad hoc committee be formed to examine the future of the CN Station property to work with staff from the Planning and Development Department and the Regional Economic Development Department.

2. That the ad hoc committee consist of representatives of Planning and Development Committee, CAPIC, Urban Design Committee, LACAC, BIAs and other stakeholders.

3. That LACAC's recommendation to designate the CN Station under The Heritage Railway Stations Protection Act, be supported.

4. That the need for increased GO train service and the continuation of VIA Rail service to Hamilton be reaffirmed.

Charles H. Forsyth
Chairperson
CAPIC

FINANCIAL/STAFFING/LEGAL IMPLICATIONS:

N/A

BACKGROUND:

VIA Rail have announced that they will be locating to the new Waterdown Station in 1992 leaving the CN Station surplus to CN's requirement. The Planning and Development Committee requested the Planning and Development Department to work with the Economic Development Department on a strategy for the CN Railway Station. A Council resolution was passed on January 29, 1991 requesting the CAO to co-ordinate staff to meet with CN officials to discuss alternate uses for the CN Station building on James Street North.

CN Rail Station on James Street North

The Central Area Plan Implementation Committee (CAPIC) is also concerned about the future of the CN Rail Station and surrounding property. The station is an important component of the Central Area because it serves several purposes. Its visual appearance makes the building stand out as an important landmark. The Station also marks the terminus of the Jamesville BIA. The Station has been an important part of Hamilton's history and overall development. A number of committees are already concerned about the threat to the CN Station.

Rail Service to the Central Area

Apart from the CN Rail station, CAPIC has always had an interest in the overall transportation issues affecting the Central Area, including rail transport. VIA Rail service provides the City of Hamilton with an important transportation link to other places in Canada and the United States. This link is also an important means of bringing people from different parts of Canada and the United States to Hamilton.

The proposed increase in GO train service to Hamilton will provide the City with a different type of link to other communities. Basically, GO train service will improve commuter links between Central Hamilton and other jurisdictions.

Both types of train service are important to the viability of the Central Area.

CONCLUSION:

An ad hoc committee would bring together various stakeholders and provide a focus for discussing the future of the CN property. LACAC's recommendation to have the CN Station designated under The Heritage Railway Stations Protection Act should be supported.

In addition, approval should be given to the endorsement of the need for increased GO train service into the Central Area and the continuation of VIA Rail Service to Hamilton to help maintain strong rail links with other jurisdictions.

M.D.:ns
A:\CAPICREP

PS-4-7-9

18. That the Chief Administrative Officer co-ordinate staff to meet with CN Officials to discuss alternate uses for the CN Station building on James Street North.

19. For the information of the members of City Council, the following revised membership list for the Central Area Plan Implementation Committee has been approved by the Planning and Development Committee:

Charles Forsyth, Citizen Member
Russell Elman, Durand Neighbourhood Association Inc.
Alderman William McCulloch, City of Hamilton
Dr. John Eyles, McMaster University
Mark Boyak, Hamilton Real Estate Board
Bruce Charlton, Citizen Member
Ozzie Ferguson, United Senior Citizens of Ontario
Arthur Lomax, Hamilton Automobile Club
Gabriel Etele, Downtown Business Improvement Area
Anne Stewart, Hamilton Board of Education
Kay Nolan, Hamilton-Wentworth Roman Catholic Separate School Board
Maggie Fischbuch, Citizen Member
John Nolan, Citizen Member
Bruce Rankin, Hamilton Society of Architects
Gillian Simmons, North End Neighbourhoods
Gloria DeSantis, Social Planning and Research Council
Marvin Wasserman, King East Business Association
Andrew McKenzie, Hamilton District Labour Council
Helen Nemeth, Beasley Neighbourhood.

THE SPECTATOR E

Saturday, January 12, 1991

Via Rail abandons Hamilton Dundas

By BRAD HONYWILL
The Spectator

VIA RAIL is planning to shut down its Hamilton and Dundas stations in favor of a yet-to-be-built facility in Aldershot, the Crown corporation said yesterday.

The decision means VIA customers in Hamilton and Dundas will have to travel to Waterdown Road in the Aldershot area of west Burlington where GO Transit has started construction of a new station.

The grand old Hamilton rail station on James Street North, which handles 29,000 passengers a year, as well as the station in west Dundas, which handles 700 passengers a year, may go on the selling block or be demolished.

The Hamilton station was already scheduled to lose its GO Transit traffic to an upgraded TH&B facility on Hunter Street in 1993. It now appears it will fall into complete disuse within two years.

"The numbers did not warrant us staying in Hamilton by ourselves," VIA spokesman Richard Gauthier said in an interview last night.

He said the downtown Hamilton train station needed $4 million to $8 million in upgrading and the financially strapped Crown corporation just doesn't have that kind of cash anymore. In addition, the huge old structure was very expensive to heat and maintain.

Mr. Gauthier downplayed the effect the move will have on Hamilton area commuters.

"The number of people that will be affected in Hamilton and Dundas is minimal," he said. "Moving into a modern station will be in the long-term interests of our customers."

The Aldershot station, to be operating by spring 1992, will provide parking for between 500 and 600 cars, which neither Hamilton's James Street station nor the Dundas shelter provide. Discussions are in progress between GO Transit, the Hamilton Street Railway and Burlington Transit for the extension of public transit access to the Aldershot station, a press release stated.

Mr. Gauthier said VIA passengers will now be able to hook directly into the GO Transit line at the combined GO/VIA Aldershot station.

Burlington commuters who used the central Burlington GO Transit station on Fairview Street to catch the VIA train will also have to use the new Aldershot station.

Neither Mr. Gauthier nor Tom Henry, spokesman for GO Transit, expected that the consolidation will result in any additional service from Burlington.

Mike Matthews, Ontario region spokesman for CN Rail, which owns the Hamilton station, said the VIA announcement "caught me completely off guard.

"All I can tell you is that we'll have to take a look within the railroad for a possible use and if it cannot be found it will be turned over to CN Real Estate for disposition," he said when reached by telephone at his home last night.

"I agree that the building and property would be attractive from a development point of view. We'd have to look at that after checking it out for use within the railway. If the community has a use for it, we'd certainly be willing to listen."

SPECTATOR EDITORIAL, JAN 15, 1990.

Station worth saving

It's regrettable, but probably inevitable, that Via Rail will close its Hamilton and Dundas stations in favor of a new facility at Waterdown Road in Aldershot.

A community the size of Hamilton ought to have Via's inter-city passenger rail trains stop within its boundaries. But heavy government-imposed budget cuts on Via put the Crown corporation in a position where it can't afford an upgrading costing as much as $8 million, plus the expenses of heating and maintaining Hamilton's little-used, grand old station.

Via's decision to use the new GO Transit station on Waterdown Road, to be operating by spring of 1992, at least ensures a future for the national passenger railway in the immediate Hamilton-Burlington area. And that's imperative at a time when passenger trains need to be strongly encouraged as a cleaner, more efficient alternative to the car and the airplane in heavily- congested southern Ontario.

An attractive new station, actively advertised and promoted (which sadly wasn't done for the James Street North station), may well spark renewed interest in Via's services. It should enhance Via's profile in this area, and the possibility of expanded services to supplement GO Transit's operations and connect with any high-speed passenger rail service from Windsor to Quebec.

The fact that considerably more parking will be provided for commuters than is now available at the James Street and Dundas stations is a major advantage of the new arrangement.

It's to be hoped that good use can be made of the James Street building if CN Rail, which owns the structure, can't find a role for the terminal. The shabby condition of one of Hamilton's larger publicly-owned buildings has long been a major embarrassment to Via and the city.

Every effort should be made to prevent a worst-case scenario: the possible demolition of this historic, distinguished, and architecturally distinguished rail station. Suitably refurbished, the building would be a real asset for the community and the revitalization of the North End.

The station, having fallen into a pathetic state of disrepair, has for too long been a victim of political apathy. Rather than spelling the eventual demise of the structure, Via's announcement should spur the community into a real effort to save and enhance the station.

Fate of James Street station up in air

By JIM POLING
The Spectator

CITY POLITICIANS and local heritage planning officials are groping for answers about the fate of the handsome James Street North railway station.

The 61-year-old architecturally significant building will be vacated by its only tenant, VIA Rail, in the spring of 1992. The decison to abandon the building has left its future in limbo, local officials say.

VIA Rail announced Friday it plans to leave the historic building for a yet-to-be-built facility in Aldershot that it will share with GO Transit. Officials said the cash-strapped Crown corporation can't afford the $4 million to $8 million needed to upgrade the James Street station.

"The decision is so fresh we don't know what this means," said Ward 2 Alderman Bill McCulloch. "I definitely don't want to see the building destroyed. I think the building must be saved and we must find a use for it. It could provide the economic development people with some great opportunities."

The building is owned by Canadian National and leased to VIA, said VIA spokesman Richard Gauthier. The decision about what to do with the station will be left to CN, he said.

However, CN spokesman Mike Matthews says he's not sure what will happen.

"I'm sure there's some pretty good re-development possibilities there," he said. "I'm not sure though if we own it or if control of the building rests with VIA."

The VIA Rail decision outraged Ward 3 Alderman Don Drury, who blasted the Crown corporation for making a significant decision without consulting local officials.

"I think it's a big mistake," said Mr. Drury, a train buff. "The station is in a natural location to be central for a variety of transportation services. We've got to appeal to the federal government to see if we can get this changed."

Mr. Drury said council hopes to meet sometime in February with local MPs. The fate of the station will be one of the items discussed, he said.

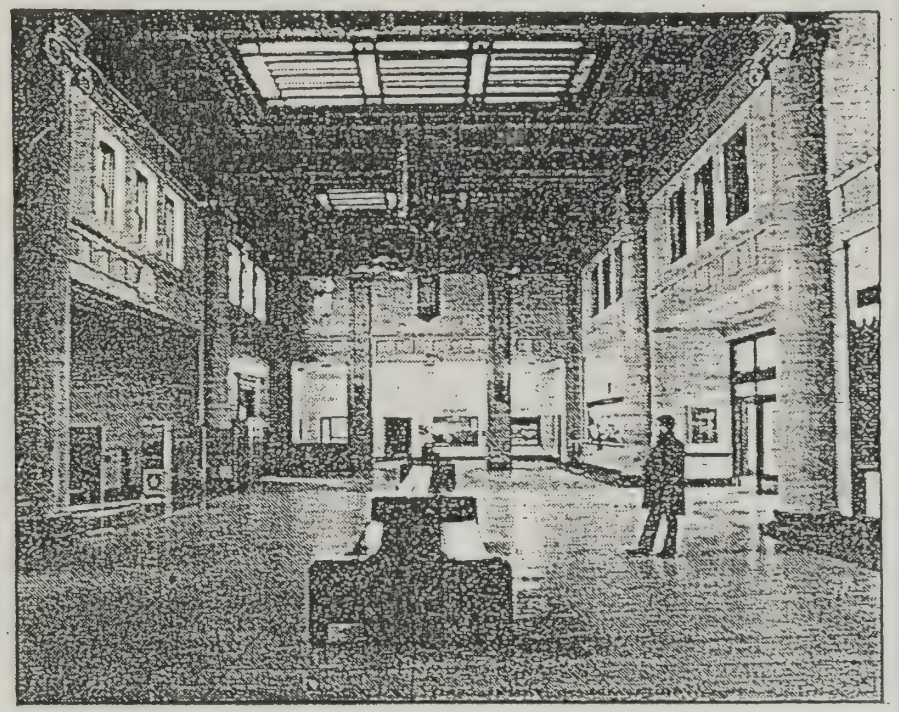
Mayor Bob Morrow, who said he was disappointed, has asked staff to prepare a report detailing the impact on local commuters.

The building opened in 1931 after four years of construction. It is considered a distinguished architectural landmark, especially noted for its carefully crafted exterior facade and interior lobby.

Local heritage officials say the train station serves an important role in anchoring the northern boundary of the historic James North district.

Its sprawling front lawn offers a park-like setting for the surrounding neighborhood and acts as a buffer between residential and industrial areas.

Ward 5 Alderman Dominic Agostino says he can understand VIA's reasons for pulling out.



Spectator file photo

The James Street station is considered architecturally significant.

"I think city and regional council sealed the station's fate when they voted to have GO Transit come into the TH&B station," he said. "If the decision was made to go to the CN station, it would be alive today. I hope this decision reopens the whole question."

Ward 8 Alderman John Gallagher said if the station is left idle, it could provide some excellent business opportunities. Mr. Gallagher is also chairman of HECFI, the board which oversees the operation of Copps Coliseum, Hamilton Place and the Convention Centre.

"Maybe HECFI would be interested in taking it over," he said. "It could be turned into a centre for functions or parties and be rented out. It's a tremendous opportunity."

Mr. Gallagher said there are examples in other cities where train stations have been successfully converted.

Spectator Jun 22/91

Backtrack on GO to save old CN station Agostino urges

THE GRAND James Street North CN station can only be saved if council reverses its decision to bring GO Transit into the former TH&B building, says Ward 5 Alderman Dominic Agostino.

The CN station, which will be vacant when VIA Rail pulls out in the spring of 1992, could face the wrecking ball if not used, he said.

"That's the only way we're going to save this station," he told members of the transport and environment committee yesterday. "As far as I'm concerned council dealt the CN Station its death blow when it decided to bring GO into the TH&B. We have to reconsider that. Plus, it will be less expensive to the province to go into the CN station and that might speed things up for us."

The majority of aldermen disagreed, saying council must stand by its decision made several years ago.

"We can't give this provincial government one reason to vacillate," Alderman Vince Agro said. "We have to show them we've made up our minds and are ready to go ahead with this."

Aldermen are concerned about the future of the historic and architecturally significant CN station. Last week, VIA Rail announced it would pull out of the station in the spring of 1992 for a yet-to-be-built facility shared with GO Transit in Aldershot.

The station is owned by CN Rail and leased to VIA. The crown corporation said it planned to move because the building is too expensive to maintain.

Mayor Bob Morrow introduced a motion that protests VIA's decision. The motion, approved by the committee, asks the railway to reconsider.

Change station into housing project: Ross

THE NEAR-VACANT James Street North train station may be the perfect spot for an affordable housing project, says Ward 8 Alderman Don Ross.

Mr. Ross, president of Hamilton Municipal Non-Profit Housing Corporation, says the historic building could be saved if converted to housing.

The train station will be vacated by VIA Rail in the spring of 1992. The building is owned by CN Rail and leased to VIA. The Crown corporation has not decided if it will sell or demolish the building.

"If we were successful in converting this it would serve two purposes," Mr. Ross said. "It would be a very innovative use of a building, plus, we would save the CN station."

Mr. Ross has written to CN Rail with the proposal.

VIA is the only tenant at the James Street North station, which it says needs between $4 million and $8 million in upgrading and is too expensive to maintain.

Ward 4 Alderman Geraldine Copps believes it would be ideal for the city's Children's Museum.

Ward 7 Alderman John Gallagher has suggested the city's entertainment superboard buy it.

January 23, 1991.

Loyal Dundas train fan finally gives up on VIA

Tues. Feb 5

By KATE BARLOW
The Spectator

DUNDAS — William Peeling has been catching trains out of Dundas station for as long as he can remember.

Now even he has given up on them.

"They keep changing the times. It's easier to go into Hamilton and catch a bus," he said, gazing down the deserted main line track that runs past Dundas station, off Highway 8.

The retired Dundas resident came to the VIA station to show how, until recently, he regularly waved down a Via Rail 'flag stopper' for visits to relatives in London, Ont. A flag stopper is a train that stops only when there are passengers to pick up.

The two flag stoppers a day, one westbound to London and Windsor and one eastbound to Toronto, are all that remain of the Dundas service that was built by the Grand Trunk Railway at the turn of the century. The 86-year-old station was demolished in 1988. Even the small shelter provided for passengers has now disappeared.

Train service through Dundas will end in 1992, when Via Rail joins GO Transit at a new station in Aldershot. Hamilton and Burlington VIA stations will also close.

Via Rail spokesperson Dianne Graham said train times are adjusted in the spring and fall so work can be done on the tracks.

With fewer than 800 passengers a week taking the train in Hamilton and rarely more than a couple a day in Dundas, local service isn't justified, she said.

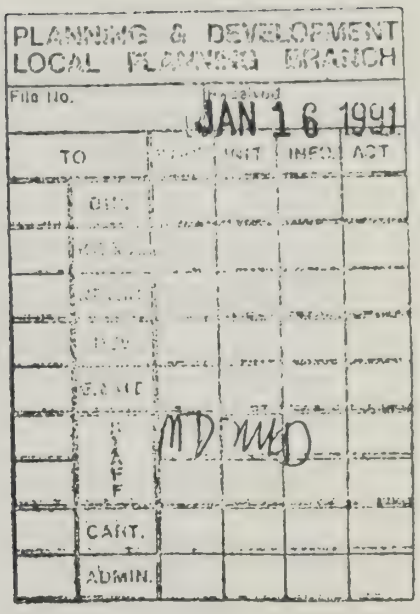
The new Aldershot station should mean better rail service for Hamilton-Burlington travellers and an important step toward coordinating inter-city and commuter service, she said. "It's cost effective and it just may be more convenient," she said.

But that's little comfort to Mr. Peeling. He doesn't want to drive to Aldershot to catch a train. "I've just stopped taking the train altogether," he said.

He regrets the passing of train travel from Dundas. "It was a comfortable way to travel. You had more freedom to move around and very good service, including a complimentary breakfast. When the club car was open you could even get a drink."

Hamilton Spectator

Tues. February 5, 1991



Mountainview Residents for Recreation of Hamilton Inc. is a non-profit corporation, initiated in May, 1988.

Our lawyers are Turkstra, Mazza Lawyers at 15 Bold St., Hamilton.

John Norris is the manager of day to day operations and reports to a Board of seven Directors.

His address is 105 Lavina Cres., Hamilton.

The objects for which the corporation is incorporated include:

(a) developing and fostering community spirit;

(b) promoting the maintenance of recreational park lands for the benefit of the community;

and such other complementary purposes not inconsistent with these objects.

The income of the Corporation is maintained from a municipally issued bingo license and from gifts and grants from community groups involved in parkland and environmental activities.

The attached documents indicate some of the projects undertaken by the corporation in 1990, together with suggestions for 1991.

The corporation has also been involved in initiation or has initiated zoning applications with regard to the preservation of parkland and open spaces within the City of Hamilton.

FOR INCLUSION IN TWO AGENDAS.

P&R ADVISORY COMMITTEE
P&R COMMITTEE.

105 Lavina Crescent,
Hamilton, Ontario
L9C 5S8
January 4, 1991

Mr. Bob Chrystian,
Manager, Parks Division,
City of Hamilton,
71 Main Street West,
Hamilton, Ont.,
L8N 3T4

Dear Mr. Chrystian,

RE: MOUNTAINVIEW RESIDENTS FOR RECREATION OF HAMILTON INC. (MRRHI)

On behalf of the Board of Directors of the above non-profit corporation I am pleased to advise you that our photographers have now completed their work on the PARKLAND PRESENTATION PHOTOGRAPHY PROJECT.

It gives us pleasure to donate this work to the City of Hamilton FRIENDS OF THE PARK PROGRAMME. This project has been exciting. It has grown from 200 slides involving 20 parks to almost 800 professionally taken slide pictures of over 50 parks in Hamilton.

We would also like to donate to the Parks Division: a new slide projector, an audio-visual viewer assembly, and a table-top slide filing system capable of holding 6000 slides.

At an appropriate time we would like to present to the Parks Division some enlarged framed photographs.

Ms. Daria Rubanetz the photographer responsible for most of the pictures is willing to take photographs of any area planned for development or re-development. The above corporation will cover all these expenses and donate the pictures to the Parks Development Co-ordinator.

We, the members of the Board are hoping that this donation will serve as the initial pictorial inventory of parklands in Hamilton which can be supplemented with other pictures of past and present parklands and open spaces.

A number of community groups and schools have expressed an interest in seeing these slides and we are advised that viewing this wide slide inventory should help future Neighbourhood Park Committees to determine the needs for local park re-development.

The Board of Directors of the above Corporation hope, through this donation, to increase public awareness of the irreplaceable value of public parkland within the City of Hamilton,

Yours truly,

John Norris, Manager MRRHI.

RE: MOUNTAINVIEW RESIDENTS FOR RECREATION OF HAMILTON INC.(MRRHI)

During our recent kind conversation you indicated that we might meet to discuss any suggestions in which the above non-profit corporation could perhaps further assist community groups in parkland projects within the City of Hamilton that do not result in the loss of open space parkland.

You will be interested in an up-date of the contribution made by MRRHI with the encouragement and approval of the Parks Department.

In 1990 MRRHI made a financial donation to the following with the provision that no open space parkland would be lost.

MOUNTVIEW PARK:

$1000....Litter baskets, bicycle racks, benches or picnic tables.

TEMPLEMEAD PARK....

$1000.... " " " " " " "

BARNESTOWN NEIGHBOURHOOD PARK COMM.

$1000....Parkland project or its administration.

Lesser amounts to:

STEELE'S PARK (KIWANIS BOYS AND GIRLS CLUB)

" " " " "

SIR ALLAN MCNAB PUBLIC SCHOOL...

West Mountain litter pick-up

MOUNTVIEW PUBLIC SCHOOL

Parkland litter pick-up and a Public Parks Awareness Programme.

CARDINAL HEIGHTS PUBLIC SCHOOL...

To assist with its 'adopt a park' programme (Bruleville Park)

ARMSTRONG NEIGHBOURHOOD PARK COMMITTEE.

Recent administration and publicity expenses and anti-vandalism campaign.

KEEP HAMILTON CLEAN COMMITTEE.

" " " " "

THE HAMILTON NATURALIST CLUB.

Advertising costs for publicity re; Hamilton parkland guided tours.

PARKLAND PRESENTATION PHOTOGRAPHY PROJECT.

Please see attached letter to Mr. Chrystian.

MRRHI has tentatively included in its budget for 1991 the following cooperative projects:

CHEDOKE MIDDLE SCHOOL.

Adopt Chedoke Park Programme.

CITY OF HAMILTON.

Beach Strip Neighbourhood Park.

CITY OF HAMILTON.

KEEP HAMILTON CLEAN COMMITTEE.

CONSERVER SOCIETY.

Natural parkland development.

HAMILTON NATURALIST CLUB

Tree Planting & Park Tours.

MOUNTVIEW PUBLIC SCHOOL

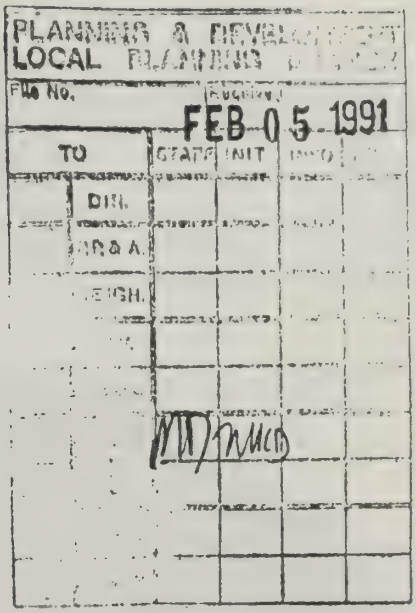
Anti-graffiti park project.

GILKSON COMMUNITY COUNCIL.

Anti-vandalism programme.

OFFICE OF CHARLES H. FORSYTH
175 Delaware Avenue,
Hamilton, Ontario L8M 1V9
(416) 544-0402

The Armorial Bearings of Forsyth of that Ilk



February 5, 1991

M E M O R A N D U M:

To: Members of C A P I C

From: Charles Forsyth,
Chairman

1.0 One of the most eloquent essayists (and poets) in the USA is Wendell Berry. If you have never read any of his essays, or collections thereof, you might want to start with Home Economics . Better still - you can make a start now with the attached item, taken from the current issue of The Atlantic.

1.1 It seems to me that Berry's propositions are 'on target' for CAPIC, with major implications for the style and substance of urban development in the City of Hamilton.

2.0 These propositions also are of direct relevance to the Sustainable Development Task Force - and I am sending the Berry item along to that committee.

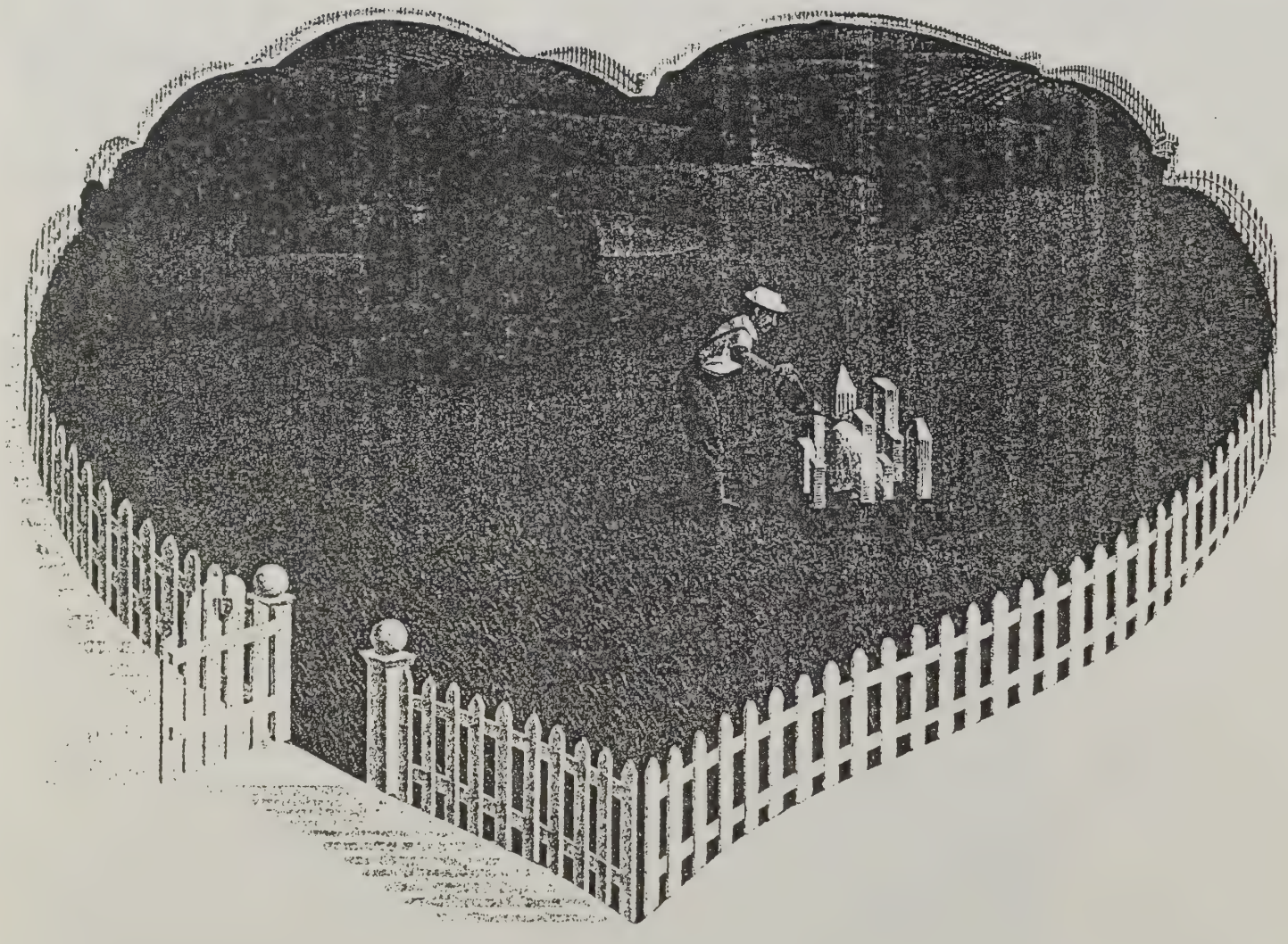
3.0 A shrewd planner friend has observed to me on more than one occasion that CAPIC needs to make a statement of its "values". Clearly what is being asked for is more than a write-up about what CAPIC is and does - our fine new brochure does that sort of thing admirably and with clarity. Because of the numerous and varied matters with which CAPIC becomes engaged, and because of the complexity of the Central Area Plan document itself (says my planner friend), it is important to lay the basis for all this activity and comment in a statement of 'values'.

3.1 For some time I have wondered how we might attempt such a statement, and thought about the forms it might take. Wendell Berry's "propositions" (it seems to me) give us the form....a statement of "values for our Central City" (and by implication the total urban context)in the form of crisp, succinct "propositions".

3.2 So herewith I invite members of CAPIC to generate some value-rich propositions...drawn from the Central Area Plan...shaping and sparking the kinds of things we do...and sharing these with colleagues of the committee. The objective - to see if we can create a set of propositions, accepted by consensus, which might then be submitted to our 'political masters' of Planning and Development, and Council....as 'operative' in the shaping of our City.

OUT OF YOUR CAR, OFF YOUR HORSE

BY WENDELL BERRY



Twenty-seven propositions about global thinking and the sustainability of cities

I. Properly speaking, global thinking is not possible. Those who have "thought globally" (and among them the most successful have been imperial governments and multinational corporations) have done so by means of simplifications too extreme and oppressive to merit the name of thought. Global thinkers have been, and will be, dangerous people. National thinkers tend to be dangerous also; we now have national thinkers in the northeastern United States who look upon Kentucky as a garbage dump.

II. Global thinking can only be statistical. Its shallowness is exposed by the least intention to do something. Unless one is willing to be destructive on a very large scale, one cannot do something except locally, in a small place. Global thinking can only do to the globe what a space satellite does to it: reduce it, make a bauble of it. Look at one of those photographs of half the earth taken from outer space, and see if you recognize your neighborhood. If you want to *see* where you are, you will have to get out of your space

vehicle, out of your car, off your horse, and walk over the ground. On foot you will find that the earth is still satisfyingly large, and full of beguiling nooks and crannies.

III. If we could think locally, we would do far better than we are doing now. The right local questions and answers will be the right global ones. The Amish question "What will this do to our community?" tends toward the right answer for the world.

IV. If we want to put local life in proper relation to the globe, we must do so by imagination, charity, and forbearance, and by making local life as independent and self-sufficient as we can—not by the presumptuous abstractions of "global thought."

V. If we want to keep our thoughts and acts from destroying the globe, then we must see to it that we do not ask too much of the globe or of any part of it. To make sure that we do not ask too much, we must learn to live at home, as independently and self-sufficiently as we can. That is the only way we can keep the land we are using, and its ecological limits, always in sight.

VI. The only sustainable city—and this, to me, is the indispensable ideal and goal—is a city in balance with its countryside: a city, that is, that would live off the *net* ecological income of its supporting region, paying as it goes all its ecological and human debts.

VII. The cities we now have are living off ecological principal, by economic assumptions that seem certain to destroy them. They do not live at home. They do not have their own supporting regions. They are out of balance with their supports, wherever on the globe their supports are.

VIII. The balance between city and countryside is destroyed by industrial machinery, "cheap" productivity in field and forest, and "cheap" transportation. Rome destroyed the balance with slave labor; we have destroyed it with "cheap" fossil fuel.

IX. Since the Civil War, perhaps, and certainly since the Second World War, the norms of productivity have been set by the fossil-fuel industries.

X. Geographically, the sources of the fossil fuels are rural. Technically, however, the production of these fuels is industrial and urban. The facts and integrities of local life, and the principle of community, are considered as little as possible, for to consider them would not be quickly profitable. Fossil fuels have always been produced at the expense of local ecosystems and of local human communities. The fossil-fuel economy is the industrial economy par excellence, and it assigns no value to local life, natural or human.

XI. When the industrial principles exemplified in fossil-fuel production are applied to field and forest, the results are identical: local life, both natural and human, is destroyed.

XII. Industrial procedures have been imposed on the countryside pretty much to the extent that country people have been seduced or forced into dependence on the money economy. By encouraging this dependence, corporations have increased their ability to rob the people of their property and their labor. The result is that a very small number of people now own all the usable property in the country, and workers are increasingly the hostages of their employers.

XIII. Our present "leaders"—the people of wealth and power—do not know what it means to take a place seriously: to think it worthy, for its own sake, of love and study and careful work. They cannot take any place seriously because they must be ready at any moment, by the terms of power and wealth in the modern world, to destroy any place.

XIV. Ecological good sense will be opposed by all the most powerful economic entities of our time, because ecological good sense requires the reduction or replacement of those entities. If ecological good sense is to prevail, it can do so only through the work and the will of the people and of the local communities.

XV. For this task our currently prevailing assumptions about knowledge, information, education, money, and political will are inadequate. All our institutions with which I am familiar have adopted the organizational patterns and the quantitative measures of the industrial corporations. *Both* sides of the ecological debate, perhaps as a consequence, are alarmingly abstract.

XVI. But abstraction, of course, is what is wrong. The evil of the industrial economy (capitalist or communist) is the abstractness inherent in its procedures—its inability to distinguish one place or

person or creature from another. William Blake saw this two hundred years ago. Anyone can see it now in almost any of our common tools and weapons.

XVII. Abstraction is the enemy *wherever* it is found. The abstractions of sustainability can ruin the world just as surely as the abstractions of industrial economics. Local life may be as much endangered by "saving the planet" as by "conquering the world." Such a project calls for abstract purposes and central powers that cannot know, and so will destroy, the integrity of local nature and local community.

XVIII. In order to make ecological good sense for the planet, you must make ecological good sense locally. You can't act locally by thinking globally. If you want to keep your local acts from destroying the globe, you must think locally.

XIX. No one can make ecological good sense for the planet. Everyone can make ecological good sense locally, *if* the affection, the scale, the knowledge, the tools, and the skills are right.

XX. The right scale in work gives power to affection. When one works beyond the reach of one's love for the place one is working in, and for the things and creatures one is working with and among, then destruction inevitably results. An adequate local culture, among other things, keeps work within the reach of love.

XXI. The question before us, then, is an extremely difficult one: How do we begin to remake, or to make, a local culture that will preserve our part of the world while we use it? We are talking here not just about a kind of knowledge that *involves* affection but also about a kind of knowledge that comes from or with affection—knowledge that is unavailable to the unaffectionate, and that is unavailable to anyone as what is called information.

XXII. What, for a start, might be the economic result of local affection? We don't know. Moreover, we are probably never going to know in any way that would satisfy the average dean or corporate executive. The ways of love tend to be secretive and, even to the lovers themselves, somewhat inscrutable.

XXIII. The real work of planet-saving will be small, humble, and humbling, and (insofar as it involves love) pleasing and rewarding. Its jobs will be too many to count, too many to report, too many to be publicly noticed or rewarded, too small to make anyone rich or famous.

XXIV. The great obstacle may be not greed but the modern hankering after glamour. A lot of our smartest, most concerned people want to come up with a big solution to a big problem. I don't think that planet-saving, if we take it seriously, can furnish employment to many such people.

XXV. When I think of the kind of worker the job requires, I think of Dorothy Day (if one can think of Dorothy Day herself, separate from the publicity that came as a result of her rarity), a person willing to go down and down into the daunting, humbling, almost hopeless local presence of the problem—to face the great problem one small life at a time.

XXVI. Some cities can never be sustainable, because they do not have a countryside around them, or near them, from which they can be sustained. New York City cannot be made sustainable, nor can Phoenix. Some cities in Kentucky or the Midwest, on the other hand, might reasonably hope to become sustainable.

XXVII. To make a sustainable city, one must begin somehow, and I think the beginning must be small and economic. A beginning could be made, for example, by increasing the amount of food bought from farmers in the local countryside by consumers in the city. As the food economy became more local, local farming would become more diverse; the farms would become smaller, more complex in structure, more productive; and some city people would be needed to work on the farms. Sooner or later, as a means of reducing expenses both ways, organic wastes from the city would go out to fertilize the farms of the supporting region; thus city people would have to assume an agricultural responsibility, and would be properly motivated to do so both by the wish to have a supply of excellent food and by the fear of contaminating that supply. The increase of economic intimacy between a city and its sources would change minds (assuming, of course, that the minds in question would stay put long enough to be changed). It would improve minds. The locality, by becoming partly sustainable, would produce the thought it would need to become more sustainable. □

CENTRAL/BEASLEY CITIZENS' ADVISORY COMMITTEE

SECOND MEETING

1991 FEBRUARY 18

7:00 P.M.

AMITY GOODWILL

A G E N D A

1. Selection of Chairman

2. Minutes of Meeting of 1991 January 30

3. Old Business
   - a) Community Improvement Plan
     - I) Amendments
     - II) Approval
   - b) Ferguson Avenue Update
   - c) Free-Tree Programme Information
   - d) Park Skateboarding
   - e) McClaren Park Zoning Information
   - f) Keep Hamilton Clean Committee (Pamphlet Attached)

4. New Business
   - a) Selection of Design Consultant
   - b) Propose Project(s) Review
   - c) Other Business

5. Next Meeting

6. Adjournment

CENTRAL/BEASLEY CITIZENS' ADVISORY COMMITTEE

MINUTES OF MEETING

1991 JANUARY 30

7:00 P.M.

ST. MARY'S PUBLIC SCHOOL, COMMUNITY ROOM, MAIN FLOOR

PRESENT:	Alderman McCulloch	Chairman
	G. D'Aurelio	
	D. Wallace	
	J. Macaluso	
	A. Verrall	
	Father Smith	
	P. Fam	
	D. Ducharme	
	H. Bluscke	
	A. Raymond	
	E. Ward	
	J. Drake	
ALSO PRESENT:	D. Dube	Public Works/Parks Division
	B. Killingbeck	Public Works/Parks Division
	M. Domagala	Planning and Development Department
	C. Forsyth	CAPIC
REGRETS:	Alderman Agro	Ward Two
	M. Karl	
ABSENT:	Major Bursey	
	S. Habensus	
	V. Piccolotto	

Alderman McCulloch called the Meeting to order at 7:05 p.m.

1. **Welcome/Introduction**

Alderman McCulloch welcomed the Central/Beasley Citizens' Advisory Committee. D. Dube had the members introduce themselves. Alderman McCulloch apologized for Alderman Agro's absence due to illness.

...../2

2. **P.R.I.D.E. Process Review**

D. Dube gave a brief explanation of review of the Programme for Renewal, Improvement, Development and Economic Revitalization (P.R.I.D.E.) to date, stating that this programme was originally named the Ontario Neighbourhood Improvement Programme (O.N.I.P.). D. Dube further went on to explain that there are three major important points to implement in this programme:

1. must issue a questionnaire to the general public for their response towards the programme

2. three public meetings are needed to gather all of the information for the programme

3. for the Citizens' Advisory Committee to meet and review potential projects and review same with the selected design consultant

D. Dube stated that there is six hundred and twenty-seven thousand dollars ($627,000.) available for improvements through the P.R.I.D.E. Programme. The Committee needs to determine how to spend this money for improvements.

3. **Information Review**

I) **Questionnaire Results/Comments**

D. Wallace commented that on Page 4 of the Questionnaire, the percentage of homeowners' that have spent money on improvements towards their home (35%) should not be overlooked but that maybe the Central/Beasley Neighbourhood people need a better understanding of the home improvement programmes. Alderman McCulloch asked the Committee what they should do to have more of the public interested in the improvement programmes. J. Drake commented that the Committee should form a letter to send to senior citizens in regard to get them involved and interested in improvement programmes.

E. Ward commented that the home improvement programme application needs to be easier and better to understand. She also commented that a lot of landlords can not be putting money into repairs of their buildings simply because they can not afford it.

D. Dube suggested that the Committee discuss strategies with the Housing Loans Section. Alderman McCulloch requested for J. Gamble to attend a Committee meeting to give the Committee some insight on the housing loan programmes.

J. Macaluso commented that Housing Loan Programme information should be made available for everyone. He made reference to a successful Housing Loans Programme plan aimed at the abutting neighbourhoods north of the CN tracks approximately 12 years ago.

ACTION: D. Dube is to review this matter with J. Robinson, Co-ordinator of Housing Loans Section.

...../3

D. Wallace commented that on Page 5 of the Questionnaire, the percentage of the public who have used any social services (71% - no), once again, this should not be looked over. There should be better information put out to the public in regard to the social services offered.

ll) **Community Improvement Plan - Draft**

D. Dube introduced the draft to the Committee. He stated that the Committee will finalize this project.

He explained to the Committee that a design consultant is to be hired for the project. Next week proposals will be reviewed and the selection of the consultant will take place. The successful design consultant will meet with the Central/Beasley Citizens' Advisory Committee six times.

D. Dube highlighted the five goals along with each objective in the Community Improvement Plan which are listed in the draft.

D. Wallace commented that immigrants would be a positive force to the community.

J. Macaluso commented that there were not enough recreational facilities. Some Committee members asked what certain land does the City of Hamilton own for the sake of building recreational facilities. Discussions continued regarding recreational facilities i.e. what funds would pay for facilities, etc. H. Bluscke commented that there were no funds available from the Public Board of Education for recreational facilities.

A discussion ensued regarding Elgin Street. D. Dube mentioned that Elgin Street is to be resurfaced in 1995. J. Drake asked if the Committee should try and close Elgin Street, or make it into a park by joining both sides of the street. D. Dube has made a request to the Engineering Department to close Elgin Street. He said that nothing may be done or started until late summer, early fall of 1991 but things are rolling.

D. Wallace mentioned that there seemed to be a problem of wheelchair accessibility to proceed over the Ferguson tracks. He suggested to put a filler bridge over the tracks for easier accessibility.

Alderman McCulloch suggested Committee members who are interested in regard to the CN tracks should make recommendations.

ACTION: D. Dube is to follow up with Ferguson Avenue Proposal.

M. Domagala introduced the Keep Hamilton Clean Committee with their main concern to control the pollution within the City. (see attached pamphlet)

...../4

P. Fam asked about the trees along the main streets within the City. She commented that there did not seem to be enough. D. Dube mentioned that trees for commercial use to be put onto sidewalks need tree grates which increases the cost for tree planting. D. Dube explained the Free-Tree Programme which is designated through the Public Works Department and that it may be encouraged through the P.R.I.D.E. Programme.

J. Drake asked about getting more information on the Tree Planting Programme.

D. Dube mentioned that there is a year to a year and a half waiting list for trees to be planted on private property.

ACTION: D. Dube to provide Free-Tree Planting Programme information.

At the next meeting the Community Improvement Plan will be reviewed again with the Committee members.

Alderman McCulloch suggested to the Committee members to get to know each other better so they can chair their own meetings. He suggested a rotating chairman at every meeting.

-BREAK-

4. <u>Open Discussion/Brainstorming</u>

D. Ducharme suggested to have skateboard ramps put in Beasley Park for the children as well as a community centre in McClaren Park. J. Drake suggested to expand Beasley Park to facilitate skateboard ramps.

ACTION: D. Dube is to examine possible skateboard facilities and their implications.

D. Dube suggested spray pools put into the Park(s). He invited the Committee to examine them in other parks.

D. Dube suggested to the Committee to work with the Public School Board and the Separate School Board for improvements to abutting parks.

J. Drake suggested to have tall trees in and around Beasley Park to hide the electrical poles.

D. Wallace expressed the to need for more public washrooms to be placed not only in the Parks but all over the City. Other members opposed this and stated that it would not be supported by the City.

—5

J. Drake suggested that the property which is owned by Cancord Industries should be made into a park. D. Dube said that it seems like a good idea and has been discussed.

D. Ducharme suggested for backyards to be broken up to facilitate McClaren Park expansion. D. Wallace suggested for the architectural consultants to take a look at McClaren Park and make it more attrative and useful to the public.

ACTION: D. Dube to examine McClaren Park abutting plans/zoning.

G. D'Aurelio discussed parking and congestion within the City. He said the problem is more prominent in the Central area. He asked if school and church yard parking lots could be used for public parking. J. Drake asked if the P.R.I.D.E. Programme would fund developing parking lots. M. Domagala suggested to the Committee to speak to the Traffic Department and the Parking Authority about the broad variety of parking within the City. D. Wallace questioned about what can be done for extra car parks through the Parking Authority. D. Dube suggests that the Committee should identify site for parking review. D. Wallace suggested to have free parking around the City core.

5. Next Meeting Date

It was MOVED by D. Aurelio and SECONDED by J. Macaluso and CARRIED that the next meeting will be on 1991 February 18 at 7:00 p.m. at the Amity Goodwill Site, (entrance off of the parking lot, elevator to the second floor), King William Street and Ferguson Avenue.

6. Adjournment

The Meeting adjourned at 9:45 p.m.

PROPOSED CENTRAL/BEASLEY CITIZENS' ADVISORY COMMITTEE SCHEDULE

1991 January 30 - Information Gathering

1991 February 18 - Information Gathering

i) 1991 March 11 or 13 - Meet Consultant*

ii) 1991 March 25 or 27 - With Consultant

iii) 1991 April 08 or 10 - With Consultant

iv) 1991 April 22 or 24 - With Consultant

v) Week of 1991 May 06 - Final Public Meeting (or meet with consultant if necessary)

vi) 1991 May 22 - (meet with consultant if necessary)

Week of 1991 June 03 - (Final Public Meeting)

*(The Consultant is required to meet with the Committee up to six occasions)

January 4, 1991

Urban Design Committee

Minutes of December 18, 1990 Meeting

at 12:00 noon

Room 219, Hamilton City Hall

Member Present:

Fred Vermuelen - Acting Chairman - Hamilton Society of Architects
Mary Ann Mokrycke - Landscape Architecture Profession
John Mokrycke - Local Architectural Conservation Advisory Committee
Tony Svedas - Hamilton Society of Architects
Alderman Fred Lombardo - Planning & Development Committee
Gil Simmons - Central Area Plan Implementation Committee
Peter Hill - Durand Neighbourhood Association
Gabriel Etele - Downtown Business Improvement Area

Others Present:

Vladimir Matus - Planning Department
John Sakala - Planning Department
Gary Wilson - Planning Department
Caroline Floroff - Planning Department

Apologies

Diane Dent - Local Architectural Conservation Advisory Committee
John Hryczynski - Chamber of Commerce

MINUTES OF THE MEETING OF DECEMBER 18, 1990 OF THE URBAN DESIGN COMMITTEE

1. Acting Chairman Fred Vermuelen called the meeting to order and welcomed Gary Wilson and Caroline Floroff.

2 Hamilton-Wentworth Official Plan (New Business Item 4.g)

Gary Wilson presented the program and chart information dealing with the review of the Regional Official Plan. As shown on the chart, the process is to end in 1992 with many stages and meetings taking place during the formulation of the report. Other matters such as Sustainable Development, Housing Statement, Community Well Being, etc. are also the subject of workshops occuring during the same period which may provide some input for the Official Plan Review.

Peter Hill questioned the relationship to the Neighbourhood Plan. G. Wilson responded that traditionally the neighbourhood plan has been the responsibility of the local municipalities.

Peter Hill and Gil Simmons commented on the Regional Transportation Study and reported that CAPIC had recommended to the appropriate departments and council that the transportation study be committed. G. Wilson indicated that T. Gill or G. Aston would be the appropriate people to contact regarding the status of the study.

Mary Ann Mokrycke indicated that she had requested this item to be on the agenda with the intent of understanding the interaction of policies dealing with Urban Design issues at both levels of Regional and City Official Plans. Gary Wilson advised that the Regional Official Plan provides general direction with the local level giving more details and refinements of the policies.

Peter Hill and Gabriel Etele commented on the need for an integrated approach and possible workshops and involvement with other sub-committees and committees. Gary Wilson indicated that some workshops had already been organized and discussions in various groups had been initiated. John Sakala suggested that the Urban Design Committee members could be advised as to those meetings and the members may wish to become active at those sessions as representatives of the Urban Design Committee.

Discussion also touched on the impact and importance of various projects contained in the Capital Budget.

Motion: By Peter Hill/Gil Simmons that the Acting Chairman send a letter to the Planning and Development Committee and its members to promote the inclusion of the Regional Transportation Study for this budget year.

Carried

Discussion continued in comments between the Regional Official Plan and the City Official Plan. John Sakala indicated that one of the future meetings of the Urban Design Committee would include a presentation by Caroline Floroff on the City Official Plan. The Committee members expressed their desire to have this take place at the next meeting.

3.(a) Selection of a Chairman

Alderman Lombardo took the chairs of the meeting. He advised the Committee that he feels that citizen member should be the Chairman of the Committee instead of a political representative. Discussion followed.

Motion by F. Lombaro/T. Svedas to nominate Fred Vermuelen as Chairman. Motion by F. Lombardo to close nominations.

Carried

Motion by G. Simmons/T. Svedas to nominate Peter Hill as Vice Chairman. Motion by F. Lombardo to close nominations.

Carried

3.(b) Site Plan Control Application DA-90-37 - James and Vine Street: J. Sakala advised that the developer met with Alderman Lombardo and F. Vermuelen and staff to discuss features of the project. F. Vermuelen and V. Matus also indicated that the developer was receptive to various comments dealing with the Urban Design Committee's concern for the appearance of the building.

3.(c) List of Reports - Received for information. The chairman recommended that the list he reviewed and that is the future, items of interest may be the subject of a presentation.

4. New Business.

4.(a) Mayor's Design Award.

J. Sakala went over the nominations received.

Discussion followed. It was the concensus of the Committee that the closing date for nominations be extended to March 1, 1991 for submissions.

4.(b) Business Land Use Advisory Board - Revised Terms of Reference - Information Received.

4.(c) CAPIC - Revised Terms of Reference - Information Received.

4.(d) Street Name Style - J. Sakala indicated that R. Chrystian forwarded this matter to the Committee for information. During the discussion, the Committee indicated support for the "style" of the sign and setting a desireable precedence in the concept.

4.(e) Bench Advertising: Information Received.

4.(f) Vacancies on Committees: Information Received.

4.(g) Hamilton-Wentworth Official Plan (Discussed as first item).

4.(h) Articles for information received.

5. Date of Next Meeting:

During the discussion it was indicated that a late afternoon meeting was desireable and that parking stickers or bus pass should be provided.

Date of next meeting set for Monday, 4 p.m.; January 28, 1991.

The agenda should include the City Official Plan presentation as well as discussion of the addition of members to the Urban Design Committee.

JPS/ma

capic

CENTRAL AREA PLAN IMPLEMENTATION COMMITTEE

a Subcommittee of the Planning and Development Committee

c/o CITY HALL, 71 MAIN STREET WEST, HAMILTON, ONTARIO, L8N 3T4

URBAN/MUNICIPAL
CA4 ON HBL A05
C 51 P4C 1991

URBAN MUNIC.

GOVERNMENT DOCUMENTS

NOTICE OF MEETING

Friday March 8, 1991

9:00 a.m.

Room 233, Hamilton City Hall

David Godley

David Godley, CAPIC Co-ordinator
(546-4229)

AGENDA

1. Chairperson's Remarks
2. Members' Reports (two minutes maximum)
3. Mayor's Ad hoc Committee on Commonwealth Square and Summer's Lane - Ernie Seager
4. **Initiatives in Central and Beasley Neighbourhoods**

   a) Ferguson Avenue Study Update - Jan Pacey, Community Improvement Section, Public Works

   b) Ferguson Avenue, Removal of Tracks - Reg Meiers, Engineering

   c) Central/Beasley PRIDE Update - Jacqueline McNeilly, Community Improvement Section, Public Works

   d) Ad hoc Committee on CN Rail Station, Update - David Godley
5. Information Items
6. Other Business

Next Meeting April 12, 1991

Miss Kathy Deiter
Urban Municipal Library
Hamilton Public Library
55 York Boulevard
Hamilton, Ontario
L8R 3K1

3

MEMORANDUM

TO: Mayor Morrow
Chairman, Ad Hoc Committee- Commonwealth Square, Summers Lane

FROM: Mrs. Susan K. Reeder, Secretary
Planning and Development Committee
City Clerk's Department

SUBJECT: **Recommendations of the Ad Hoc Committee - Commonwealth Square, Summers Lane**

DATE: 28 January 1991

This will confirm that the Planning and Development Committee at it's meeting held Wednesday 19, 1991 January 23rd agreed to table section A of the above noted recommendations which reads as follows:

(a) That the Ad Hoc Committee - Commonwealth Square, Summers Lane endorses the Baird, Sampson Study dated 1990 September 12, which recommends that the best location for the Crystal Palace is Commonwealth Square;

NOTE: The Ad Hoc Committee encourages the Crystal Palace Sub-Committee to solicit representation from the Art Gallery, H.E.C.F.I., Board of Education, C.A.P.I.C., and City staff in developing the design of the Crystal Palace Project.

As you are aware this tabling motion was made in accordance with information given to the committee by yourself that the Parks and Recreation Committee would be receiving the Baird, Sampson Study for their requested approval at their 1991 February 5th meeting. Accordingly the committee agreed that they would table the above noted recommendations until such time as the Parks and Recreations Committee has had an opportunity to deal with the study.

Trusting that confirmation of the Planning and Development Committee's actions with respect to this matter is of assistance to you.

Susan K. Reeder.

c.c.'s Charlene Coutts
Acting Secretary Parks and Recreations Committee
Mr. Kevin Christenson
Secretary of the Crystal Palace Committee

800-0662-13

4a+b

CITY OF HAMILTON

- RECOMMENDATION -

DATE: 1991 January 15

REPORT TO: Mrs. Susan K. Reeder, Secretary
Planning and Development Committee

FROM: Mr. J. G. Pavelka, P.Eng.
Director of Public Works

SUBJECT: Ferguson Avenue Revitalization;
Appointment of Consultant

RECOMMENDATION:

a) That, a consultant be hired to prepare an overall concept plan for Ferguson Avenue in its entirety and detailed recommendations and drawings for Ferguson Avenue from Main to Wilson/Kelly Streets at a total estimated cost of one hundred thousand dollars ($100,000.), and;

b) That, funds be provided for hiring of the consultant from Phase IV of the Downtown Hamilton Action Plan.

FINANCIAL/STAFFING/LEGAL IMPLICATIONS:

Previously, a submission was made as part of the Community Renewal Section, Parks Division Capital Budget requesting funds to hire a consultant for Ferguson Avenue. Funds have since been identified in Phase IV of the Downtown Hamilton Action Plan Account No. CF 4010 428803001.

BACKGROUND:

On 1990 July 25, the Planning and Development Committee directed the Downtown Hamilton Action Plan Co-ordinating Committee (DAPCOM) to carry out a comprehensive review of Ferguson Avenue in its entirety particularly concerning the feasibility of redevelopment of the street. An ADHOC Committee was established on 1990 August 09 with representation from various City and Regional Departments, CAPIC, L.A.C.A.C., International Village and Barton General B.I.A.'s and the Urban Design Committee.

A number of different features and possibilities were identified by the ADHOC Committee as previously detailed in the Information Report to the Planning and Development Committee on 1990 October 31.

...../2

The proposed phasing process of Ferguson Revitalization is as follows:

Phase I

Primary treatment to Ferguson from Main to Kelly Streets including acquisition of CN lands from Main to King Streets.

Phase II

Secondary treatment to Ferguson Avenue from Kelly to the Waterfront (Dock Service Road) on the north and Main Street to the escarpment on the south including improvements to some pedestrian links.

Phase III

The Ferguson Avenue three-phase revitalization project was included as part of the Community Renewal Section, Parks Division Capital Budget submission for implementation from 1992-1994.

cc: Alderman Wm. McCulloch, Ward Two

Mr. B. Chrystian, Manager of Parks Division
Public Works Department

Mr. A. Georgieff, Director of Local Planning
Planning and Development Department

Mr. R. Meiers, Manager of Project Planning
Engineering Department

800-0602.F

CITY OF HAMILTON

- INFORMATION -

DATE: 1990 October 31

REPORT TO: Mrs. Susan K. Reeder, Secretary
Planning and Development Committee

FROM: Mr. E. W. Kowalski
Director of Community Development

SUBJECT: Ferguson Avenue Review

BACKGROUND:

On 1990 July 25 the Planning and Development Committee directed the Downtown Action Plan Co-ordinating Committee (DAPCOM) to carry out a comprehensive review of Ferguson Avenue in its entirety particularly concerning the feasibility of the redevelopment of the street. An ADHOC Committee was established on 1990 August 09 with representation from various City and Regional Departments, CAPIC, L.A.C.A.C., International Village B.I.A., Barton General B.I.A. and the Urban Design Committee.

A number of different features and possibilities were identified:

- The width of Ferguson Avenue lends itself to a variety of streetscaping possibilities.

- Beginning on the north, Ferguson Avenue provides a direct link to the proposed Waterfront development. Its route is broken by the Public Works Salt Dome located adjacent to the Hamilton-Wentworth Correctional Centre north of Barton Street.

- Continuing south, in between Barton and Cannon Streets, there are a number of large 'Granite Sets' laid into the road bed which have historical significance. These Granite Sets originally came from the bow of ships accessing the Hamilton Harbour. The Review Committee recommends that the 'Granite Sets' be reused in the redevelopment of Ferguson Avenue. This section of the street has a number of different land uses, namely, light industry, wholesale, service, retail and residential, with particular emphasis on industry and service.

- There is a strong potential for increased residential activity on Ferguson Avenue particulary in the vicinity of Beasley Park immediately south of Cannon Street.

...../2

- In the area of King and Wilson Streets, the character of Ferguson Avenue changes to retail and service. These uses are only marginally successful with a number of businesses being vacant at the time of this review. Given the construction of Theatre Aquarius at King William Street, additional growth may be spurred in the service sector or other tertiary industries.

- From Main to Kelly Streets, Ferguson Avenue presents itself as very developable, with the most potential for expenditure of Municipal dollars on physical improvements encouraging further private growth. It is this area that the review team is recommending as a first phase to the Ferguson Avenue Action Plan. In order that Phase I be constructed in its entirety, the CN lands between Main and King Streets must be purchased to ensure the north/south pedestrian access.

Ferguson Avenue is broken at least three times from direct vehicular access and, therefore, does not lend itself as a through street for vehicular traffic. These brakes in the street occur at the Public Works Salt Dome north of Barton Street, the shift of Ferguson Avenue to the west in between Main and King Streets and, in between Hunter and Young Streets to the south. Therefore, the review team is recommending that Ferguson Avenue include linkages dedicated to pedestrian and bicycle traffic connecting the following: the escarpment, Sam Lawrence Park, the Bruce Trail, the Downtown Core and Eastwood Park/Waterfront development. There are a number of improvements that will be required to enhance these pedestrian linkages.

The phasing process of Ferguson Avenue Revitalization is proposed as follows:

Phase I - Primary treatment to Ferguson from Main to Kelly Streets including acquisition of CN lands from Main to King Streets.

Phase II - Secondary treatment to Ferguson Avenue from Kelly to the Waterfront (Dock Service Road) on the north and Main Street to the escarpment on the south including improvements to some pedestrian linkages.

...../3

Phase III - Development of links dedicated to pedestrians and bicycles from St. Joseph's Drive to Sam Lawrence Park as well as at the perimeter road.

A recommendation is being made under separate cover asking the Planning and Development Committee to consider this project in the 1991 to 1995 Capital Budget to allow for the hiring of a consultant to provide a concept plan for the entire Ferguson Avenue with detailed recommendations and drawings for Ferguson Avenue from Main to Wilson/Kelly Streets. The total cost to hire a consultant has been estimated at one hundred thousand dollars ($100,000.). Also included as part of our Capital Budget submission are the construction and administration costs to implement the three phases of improvements at an estimated figure of one million, five hundred and seventy-five thousand dollars ($1,575,000.).

Regional Engineering has indicated to us that there is provision in the 1991 City preliminary road construction Capital Budget in the amount of seven hundred and fifty-nine thousand dollars ($759,000.) for local improvement project proposals. Ferguson Avenue from King to Barton Streets has never been constructed, therefore, it would be a candidate for this account. The City's 1992 preliminary proposal of the Capital Budget road construction provision is eight hundred and twenty-four thousand dollars ($824,000.). Possibly, these funds could assist with the Ferguson Avenue Revitalization Project.

cc: Alderman McCulloch, Chairman
DAPCOM

Mr. J. Pavelka, Director
Public Works Department

ATTENTION: Mr. B. Chrystian, Manager of Parks Division

Mr. J. Thoms, Commissioner
Planning and Development Department

ATTENTION: Mr. A. Georgieff, Director of Local Planning

Mr. T. Gill, Acting Commissioner
Engineering Department

ATTENTION: Mr. R. Meiers, Manager of Project Planning

...../4

REGION OF HAMILTON-WENTWORTH

- RECOMMENDATION -

DATE: February 11, 1991
T108-03 R.P. Meiers

REPORT TO: Mr. Chairman and Members
Engineering Services Committee

FROM: E. M. Gill, P.Eng.
Acting Commissioner of Engineering

BJECT:

Proposed Abandonment of a Portion of CN Rail's Hagersville Subdivision Including the Ferguson Avenue Spur, Hamilton

RECOMMENDATION:

That CN Rail be advised that the Region agrees with their proposal to abandon a portion of the Hagersville Subdivision trackage from the north side of Barton Street at Ferguson Avenue to approximately 30m south of Stone Church Road, Hamilton, in accordance with the following conditions:

a) CN Rail shall deed the Region of Hamilton-Wentworth/City of Hamilton its right-of-way or rights as is, where is, from the north side of Barton Street southward to a point approximately 30 metres south of Stone Church Road (mile 6.5) except for CN Rail land in the south east quadrant of Barton Street and Ferguson Avenue, lands between Main and King Streets and the section of CN Rail's right-of-way from just west of Liberty Street to the east end of the CN/CP Rail interchange.

b) The Region/City of Hamilton shall agree to the abandonment of the spur in two segments . The first segment would be from near the east end of the CN/CP Rail interchange (mile 1.5) to the end of spur (mile 6.5, south of Stone Church Road). The second segment would be from the north side of Barton Street southward along Ferguson Avenue to mile 1.5.

c) The Region/City shall agree to CN Rail removing the salvageable railway portion of all road crossing warning signals (RCWS) with the Region/City removing and/or modifying the highway portion of those RCWS that are interconnected to the traffic lights at Wilson Street.

Cont'd .....

Proposed Abandonment of a Portion of CN Rail's Hagersville Subdivision
Including the Ferguson Avenue Spur, Hamilton

Cont'd .....

d) The Region/City shall be responsible to take over CN Rail's responsibilities for all bridges and grade separations on this 6.5 mile spur, including the Barton Street bridge between Ferguson Avenue and Wellington Street. The Region/City shall be responsible to remove all trackage, ties and other appurtenances within the right-of-way and to reconstruct all streets and level crossings at the Region's/City's cost.

Ted Gill

E. M. GILL, P. ENG.
ACTING COMMISSIONER OF ENGINEERING

FINANCIAL/STAFFING/LEGAL IMPLICATIONS:

The annual savings to the Region, if the crossing signals were removed from level crossings along this line, would be approximately $14,000. The estimate of cost to demolish the Stone Church Road and Barton Street bridges is $60,000 and $325,000 respectively. The land to be deeded to the Region/City by CN Rail for $1.00 is approximately 309 ha. The value of this land to the Region/City more than offsets the cost to demolish the two structures. The right-of-way will be ideally suited as part of a bikeway route system.

BACKGROUND:

The abandonment and removal of this trackage has been a topic of discussion since 1975. On April 1, 1986, Council, in adopting Section 7 of the 5th Report of theTransportation Services Committee, authorized the Commissioner of Transportation to continue to meet with the Canadian Transport Commission (now the National Transportation Agency of Canada - NTA) and Canadian National Railways (CN Rail) to discuss the abandonment.

The Hagersville Subdivision affected by the proposal is shown on the attached plan. The track is not being used at the present time. The proposed abandonment will eliminate approximately one mile of street trackage. There are seven (7) grade separations and twelve (12) level crossings within the limits of the existing trackage

Cont'd .....

Proposed Abandonment of a Portion of CN Rail's Hagersville Subdivision
Including the Ferguson Avenue Spur, Hamilton

Cont'd .....

which is proposed for abandonment. Several of the level crossings are major roads with a history of train/vehicle conflicts. The Stone Church Road grade separation causes a severe visibility problem due to the proximity of the Dartnall Road intersection. The Barton Street bridge between Ferguson Avenue and Wellington Street is now redundant since the siding under the bridge has been removed.

It would be prudent to demolish this structure during the reconstruction of Barton Street between Ferguson Avenue and Wellington Street which is scheduled for this year. CN Rail have indicated they have no plans to demolish the structure in the foreseeable future because it is in good condition.

The latest proposal put forward by CN Rail is as follows:

CN Rail shall for a nominal amount ($1.00), deed the Region of Hamilton-Wentworth/City of Hamilton its right-of-way or rights as is, where is, from the north side of Barton Street southward to a point approximately 30 metres south of Stone Church Road (mile 6.5), except for three areas. The first area is CN Rail land in the south east quadrant of Barton Street and Ferguson Avenue. The second exception would be the CN Rail owned lands between Main Street and King Street, which CN Rail considers are developable. The third block would be the section of CN Rail's right-of-way from just west of Liberty Street to the east end of the CN/ CP Rail interchange. CN Rail considers this land should be first offered to CP Rail to form a portion of their operated right-of-way.

The Region/City shall agree to the abandonment of the spur in two segments. The first segment would be from near the east end of the CN/CP Rail interchange (mile 1.5) to the end of the spur (mile 6.5, south of Stone Church Road). The second segment would be from the north side of Barton Street southward along Ferguson Avenue to mile 1.5. The two phased abandonment would permit the first segment to be abandoned to meet the Region's schedule for design for the Red Hill Creek Expressway, while providing CN Rail time to obtain an interchange agreement for the formalization of the relocated CN/CP Rail interchange.

The Region/City shall agree to CN Rail removing the salvageable railway portion of all road crossing warning signals (RCWS) with the Region removing and/or modifying the highway portion of those RCWS that are interconnected to the traffic lights (Wilson Street).

Cont'd .....

Proposed Abandonment of a Portion of CN Rail's Hagersville Subdivision
Including the Ferguson Avenue Spur, Hamilton

Cont'd .....

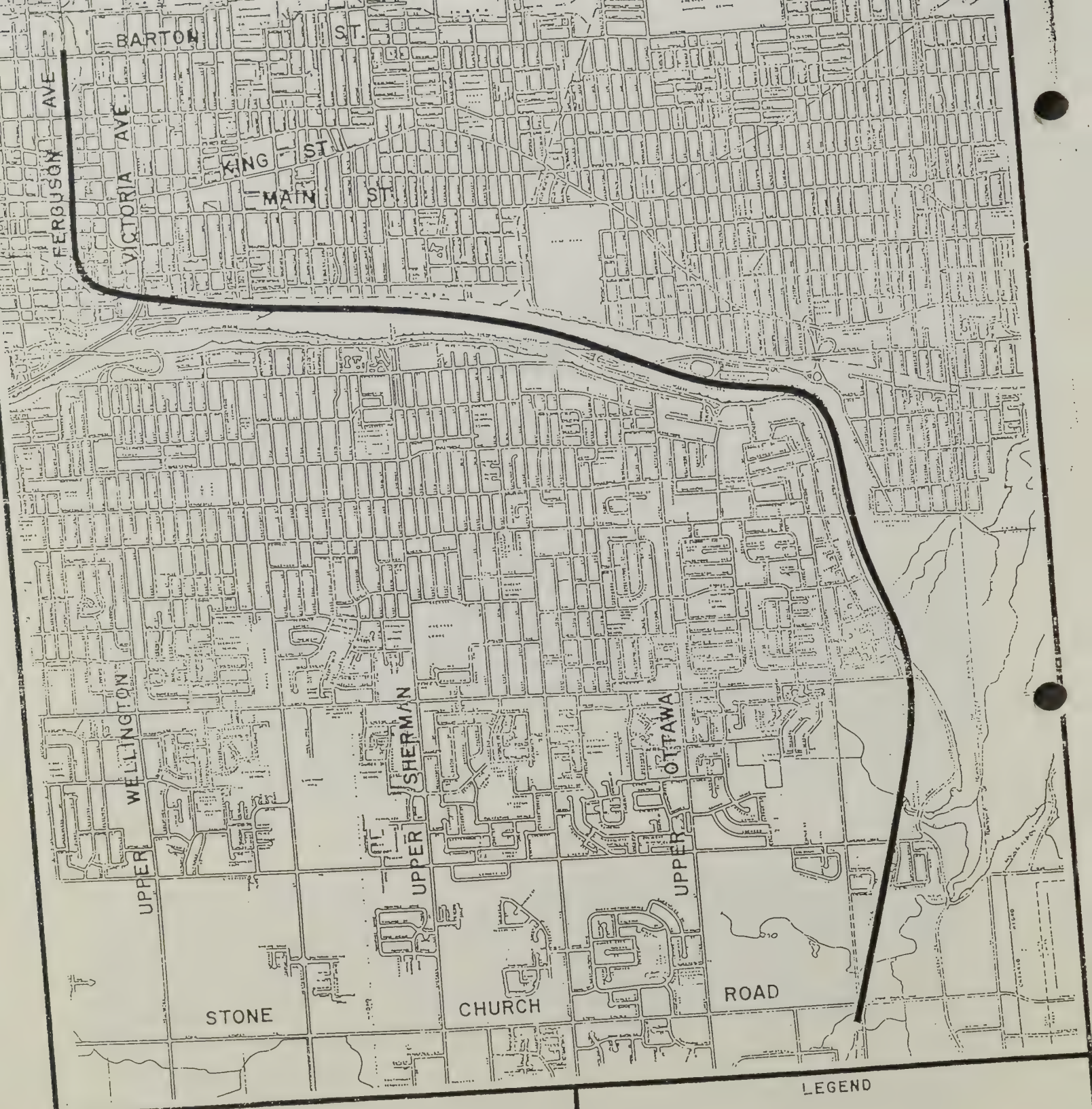
The Region/City shall be responsible to take over CN Rail's responsibilities for all bridges and grade separations on this 6.5 mile spur, including the Barton Street bridge between Ferguson Avenue and Wellington Street. The Region/City shall be responsible to remove all trackage, ties and other appurtenances within the right-of-way and to reconstruct all streets and level crossings at the Region's/City's cost.

This is conditional upon successful completion of an agreement between CN Rail and CP Rail that will eliminate the need for the two railways to exchange rail cars at the present legal interchange trackage near Victoria and Charlton Avenues. Negotiations are presently in progress between the railways concerning a new interchange agreement.

CN Rail has removed the deck from the Stone Church Road bridge and is prepared to give the Region permission to proceed with the removal of the abutments upon acknowledgement that the above proposal is acceptable to the Region. Also upon receipt of the Region's acceptance, CN Rail shall advise the NTA that is has abandoned the portion of the trackage south of the CN/CP Rail interchange tracks pursuant to Section 159(2) of the National Transportation Act (1987). CN Rail shall do likewise for the portion between Barton Street and the interchange once the new interchange agreement is in place.

RPM:ja
Attach.

cc: R. Whynott, Regional Chairman
cc: M. Carson, C.A.O.



LEGEND

RAILWAY TRACKS PROPOSED TO BE ABANDONED

SCALE	FILE NO.	NORTH
	T108-03	

REGIONAL MUNICIPALITY OF HAMILTON - WENTWORTH
DEPARTMENT OF TRANSPORTATION



STREET BEAT
526-3391

Paul Wilson

Our Fergie (avenue) no hall of fame candidate

AVENUE — A tree-lined approach to country house; roadway with trees at regular intervals; broad street.

IF THAT'S what makes an avenue, and Oxford says it is, then Ferguson flunks on all counts.

Along its length — foot of the Mountain to the harbor's edge — it has potholes, weeds, garbage, dusty buildings with For Sale signs, car lots, mountains of barrels, sagging sheds, taverns and a jail.

Character, yes. Trees and tranquillity that come with avenues — no way.

One more thing. Ferguson Avenue, a block west of Wellington, has railway tracks. Ancient rusted tracks. In most places, they run right down the middle of Ferguson.

But now the city wants to dress old Fergie up — because the tracks are coming out.

"You've got to be kidding," said Paul Radigan, 39. "My grandfather was always saying those tracks were coming out and that was 40 years ago."

Radigan does business in a building that bears the family name, on Ferguson at Jackson. The stone overhead says 1905 and the tracks are a spit away from the front door. Joe Radigan, 65, says that in the steam era "those puffer bellies used to really shake this place up."

The business began making products like candle-powered safety lanterns, but it's industrial cleaning supplies today.

The trains are gone now and the Radigans often ask city hall about fixing the potholes. The answer doesn't change: "The tracks are coming out soon. Then we'll give you a brand-new road."

But this Monday, at the region's engineering services committee, a plan will be put forward whereby CN gives the city and the region that land down the middle of Ferguson. No charge, but in return the taxpayer will pay to finally rip those tracks out.

And then, says Joe Pavelka, the city's director of public works, we can start thinking about a new Ferguson Avenue. The plan was to hire a consultant right away at $100,000, but a recommendation on that had to be yanked last month — tight money.

But there is now $1.5 million in the capital budget for road work to be done a few years from now. Pavelka says if the city gets moving on Ferguson — bikeways, walkways, landscaping, signs — private interests will follow.

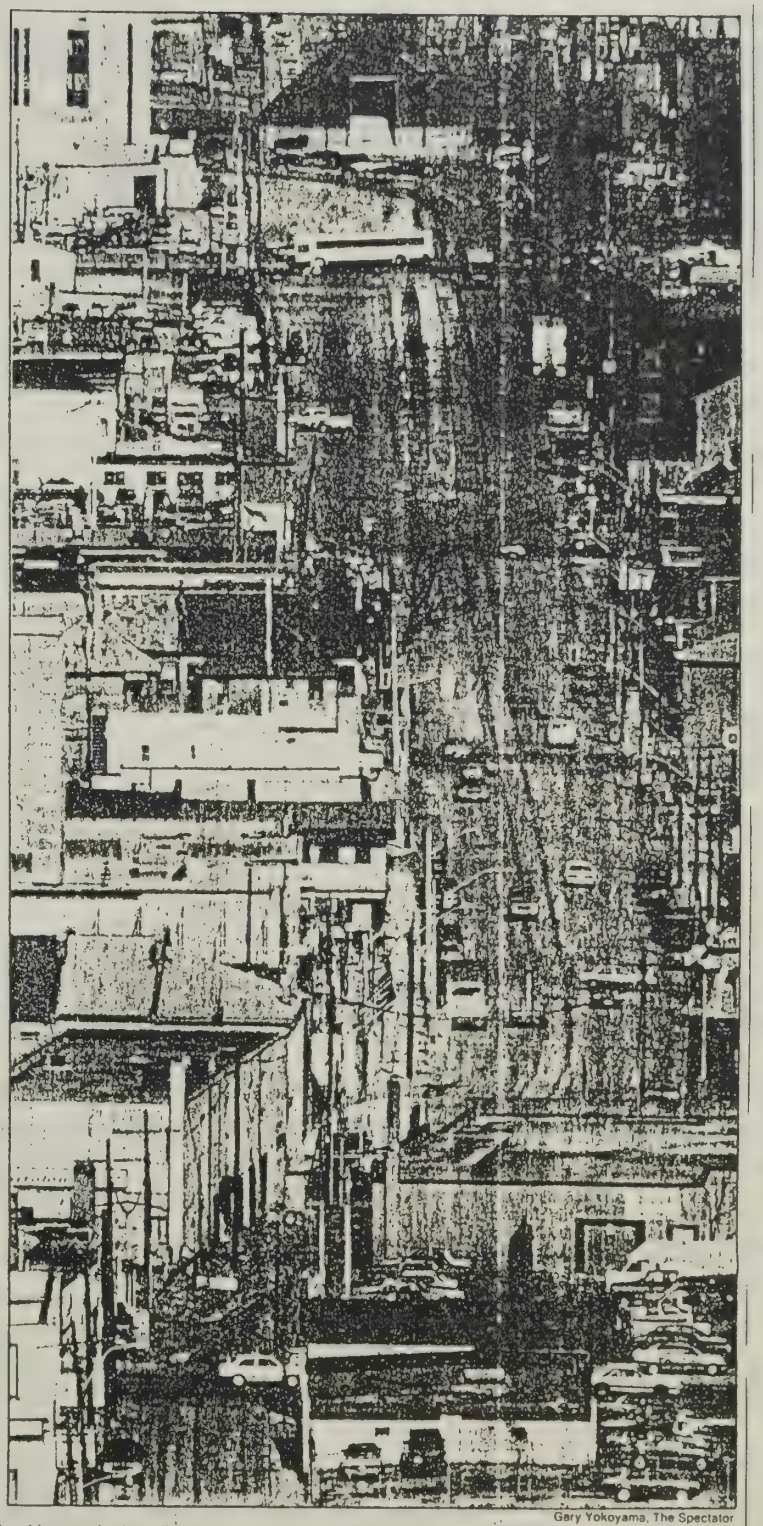
He thinks there could even be a sidewalk cafe or two on the old avenue. He sees it as a good link from Sam Lawrence Park on the Mountain Brow right to Pier Four Park at the harbor.

I walked that route this week. If you climb the rise a bit at the south end of Ferguson, you can see straight down to the waters.

First address on Ferguson South is the handsome red-brick Hamilton Waterworks, built in 1912. Then some gentrified rowhouses. Walk past the Corktown Tavern and through the TH&B pedestrian underpass. Most of the current graffiti in there now is about some guy named Irish.

Past the Radigan ranch to Main Street. Between there and King, it's nothing but a path beside the tracks, loaded with a winter's worth of refuse.

Then Ferguson files past the Aquarius Theatre site, empty businesses, Amity, the War Pensioners of Canada.



Gary Yokoyama, The Spectator

Looking north along Ferguson Avenue, a road that has seen better days.

Cross Cannon and you've reached real history. Those are genuine cobblestones you're walking on beside the tracks. These "granite sets" were originally ballast on boats sailing into Hamilton Harbor more than a century ago.

Beside the Barton Street Hilton, where the guests stay many nights, Ferguson is blocked by the big city salt dome. You're not supposed to cross the tracks here.

But on the other side you'll pick up Ferguson again. Here are the houses of the north end, some sagging, some spiffy. At Picton, a commercial corner — the Picton Tavern and Dominic the barber. Cuts are $7, on white-enamel chairs with aged black leather.

Then you're at Eastwood Park and the waterfront. Beyond piles of metal you can see the stacks of some tugs, but not the water. Pier Four Park is a few blocks west.

Ferguson Avenue was named after a farmer — first name Peter — to whom the Crown granted land right from Main Street to the water in 1802.

Edward Hampton doesn't go back quite that far. In square riggers he followed the trade winds around the world and then wandered some more with wife Tina in their sailboat Tuuneke. Then, in 1956, they moved into the white farmhouse with pillars on Ferguson near Wilson.

He says the trains used to shuttle past all day long, but that didn't bother him. Hampton, 82, says Ferguson Avenue feels like home.

He likes the seven-kilometre walk from his front door to Woodland Cemetery, where he visits Tina's grave. "We had a lot of fun. The only move I'll be making now is to join her."

Hamilton Spectator, Sat. February 23, 1991.

THE REGIONAL MUNICIPALITY OF HAMILTON-WENTWORTH

Planning and Development Department
71 Main Street West, Hamilton, Ontario L8N 3T4

Refer to File No.
Attention of
Your File No.

November 26, 1990

Mrs. Diane Dent, Chairman
Local Architectural Conservation
Advisory Committee

Dear Mrs. Dent:

Re: Cobblestones on Ferguson Avenue Corridor

At its meeting of October 22, 1990, the Urban Design Committee discussed information from a meeting of the Ferguson Avenue Corridor Adhoc Committee.

The Urban Design Committee directed that LACAC be advised of their concerns that a section of Ferguson Avenue between Barton and Cannon Streets contain the only remaining cobblestones surface in the City and that LACAC may wish to review the issue for any appropriate actions.

Yours truly,

J. P. Sakala
Co-ordinator
Urban Design Committee

JPS/ma

cc: N. Chapple
cc: J. Pacey

dec 3/90
Sent copy of P+D report to Mrs Dent

RECEIVED
DATE NOV 29/90
FILE NO. 800-0602.13
LETTER NO. 0013-15
FILE

The Board of Education for the City of Hamilton
Le Conseil de l'éducation de la ville de Hamilton

100 Main Street West
Hamilton, Ontario
Telephone (416) 527-5092
Fax (416) 521-2536

100 ouest, rue Main
Hamilton (Ontario)
Téléphone (416) 527-5092
Fac-similé (416) 521-2536

Office of the Superintendent of Plant

Bureau du surintendant des services et installations

1990 11 16

RECEIVED
DATE 1990 11 20
FILE NO. 820-CW01-13
LETTER NO. 1091-13
FILE MDD

Mr. D. Dube,
Community Renewal Officer,
City Hall,
71 Main Street West,
Hamilton, Ontario,
L8N 3T4.

Dear Sir:

This letter and attached sketch is a follow-up to your request to send a list of items that we would like considered during the renewal of the Richard Beasley Neighbourhood.

Maintenance Staff had a meeting with Linda O'Grady, the Principal of Dr. J. Edgar Davey School and came up with the following three suggestions:

Item 1 Repair boulevard on Ferguson Avenue. This could be done when Ferguson Ave. is repaired. The boulevard at present needs the curb repaired, concrete and asphalt removed and abandoned ramps removed. This area would then be sodded.

Item 2 Create parking area or additional parking on Kelly Street after the closure.

Item 3 If Elgin St. is closed, provide much needed grass area.

We would also like to have input into the use of the surrounding areas. Also, as you suggested, I would like to

Mailing Address
P.O. Box 2558
Hamilton, Ontario
L8N 3L1

Adresse postale
C.P. 2558
Hamilton (Ontario)
L8N 3L1

nominate Hubert Bluschke and Art Raymond to represent the Board on the Planning Committee.

Thank you for your consideration to these matters.

Yours very truly,

R. T. Orlando, P. Eng.,
Superintendent of Plant.

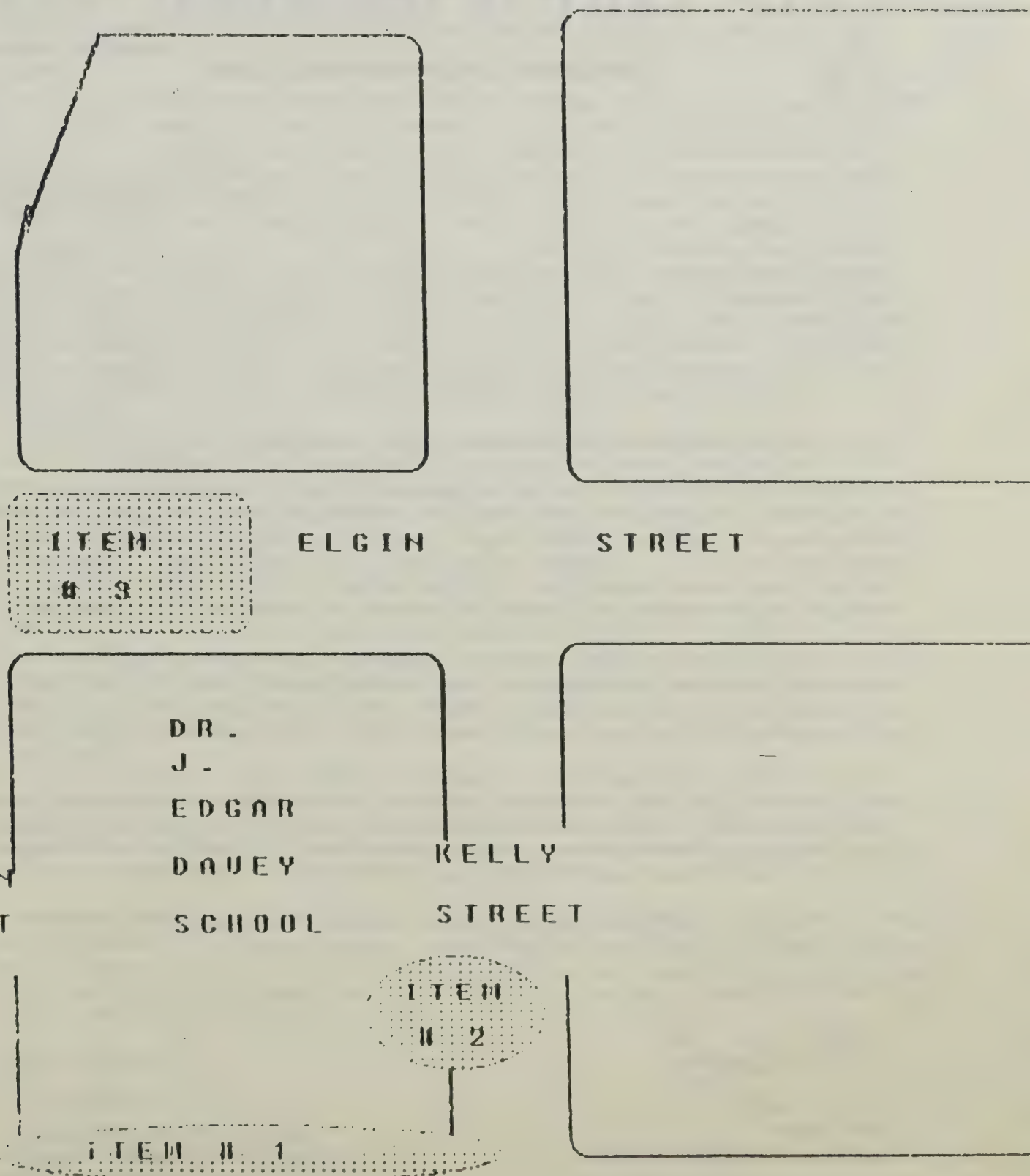
Ref: A. Raymond

RA/dc

Attach.

cc J. Riley,
H. Bluschke.

RICHARD BEASLEY H.



BIA

BARTON GENERAL

Business Improvement Area

MANAGEMENT OFFIC
379B Barton St.
Hamilton, Ontari
L8L 2Y2
Ph: 416-546-5021
Fx: 416-527-4881

RECEIVED
DATE 1990 Nov 7
FILE NO. 800-0014.12
800-0609.13
LETTER NO. 1089-25
FILE

October 22, 1990

Ms. J. Pacey
Community Renewal Officer
City of Hamilton
P.O. Box 2040
Hamilton, ONT
L8N 3T4

Dear Ms. Pacey:

Re: Proposed Ferguson Avenue Streetscaping Project

The Barton General B.I.A. supports the proposed Ferguson Avenue Streetscaping project in concept. A north-south linkage from the escarpment to the Waterfront would greatly benefit the City's downtown areas in terms of pedestrian access and convenience of travelling, availability of business growth, and of course, the aesthetic benefits of beautifying that particular corridor.

Our primary interests in this project lie in the area of Ferguson north of Cannon through to the Waterfront. We think the linkage and timing of this project will fit in well with the growth and potential of the Barton Street area within proximity of Ferguson.

We therefore advise the Committee that our association will be represented at the Ferguson Avenue Streetscape Committee meetings only when the northern leg of the project is being targeted in discussion, however we request that all Committee correspondence be directed to our association throughout the project.

We trust this information meets your needs, please contact us if you require further comments.

Yours truly,

K. W. Cody

Keith Cody
Chairman
Barton General B.I.A.

N00 07/90
800-0602.13
1089-29
N28-90-CS

November 5, 1990

Ms. J. Pacey
Community Renewal Officer
Department of Community Development

Dear Ms. Pacey:

Upon reviewing the present physical condition of Ferguson Avenue, and from further considerations with respect to the position of this street within the context of the greater City of Hamilton; its importance is evident. Ferguson Avenue can easily shed its past as a railroad corridor and quickly become Hamilton's most critical recreational avenue, linking Harvey Park to Confederation Park for both bicyclists and hikers.

With the few obstructions easily overcome, this route will provide the participant with an unprecedented, safe and revealing journey through the diverse and rich fabric of the City of Hamilton. The key to the success of this discovery trail through our city, is Ferguson Avenue. Without its critical, unbroken link, from the waterfront to the escarpment,the long sought after bicycle and pedestrian network breaks down.

Within its more immediate environment Ferguson Avenue must respond to the metamorphosis now occuring in the areas adjacent and beyond. This street, through its revitalization, can continue, complement and complete many of the positive developments that have occurred or are in the process of development.

The potential for a city-wide recreational network is available, but as important is the potential for a CBD pedestrian network which does not interfere, nor is it interfered by, automobile traffic. King William Street at James Street, has shown potential as avery pleasant commercial street, which once connected with the theatre, restaurant and emerging residential district at Ferguson Avenue, can complete a relatively short shopping and recreational promenade, with King Street providing the closing link of this circle walk.

Regardless of which season we are enjoying the CBD must encourage pedestrian movement throughout its many diverse attractions. With Theatre Aquarius providing a major spark to brighten up the potential for Ferguson Avenue, so do new restaurants,together with present and future residential developments.

The City of Hamilton must now recognize the significant impact that the redevelopment of Ferguson Avenue, along its complete length, from Eastwood Park to St. Joseph's Drive - where a pedestrian/cyclist connection to Sam Lawrence Park could access the mountain brow - willhave on our community in the immediate future and for generations to come.

Yours Sincerely,

J. Mokrycke

J. Mokrycke, B. Arch.,OAA
Ferguson Avenue Streetscaping
ADHOC Committee

THE REGIONAL MUNICIPALITY OF HAMILTON-WENTWORTH

Planning and Development Department
71 Main Street West, Hamilton, Ontario L8N 3T4

October 17, 1990

Refer to File No. P5-4-7-9
Attention of
Your File No.

Oct 18/90
800-0002.13
1084-44

Peter McDonald
Assistant Executive Director
Amity Goodwill Industries
225 King William Street
Hamilton, Ontario
L8R 1B1

Dear Mr. McDonald:

Re: Ferguson Avenue Redevelopment

As Al Little of my staff mentioned in your telephone conversation on Friday, October 12, 1990, an adhoc committee has been formed for the purposes of carrying out a streetscaping review for Ferguson Avenue. The Chairperson for this committee is Jan Pacey of the Community Development Department.

Al has spoken with Ms. Pacey in regard to your request for inclusion in any information circularization, public discussion or consultation that might occur with respect to Ferguson Avenue. They concluded that she would be the most appropriate contact for future updates. She may be reached at 546-4698.

I have enclosed some background information that you may find useful, including a letter to the committee representatives and a memorandum to the committee from Charles Forsyth, the Chairperson of the Central Area Plan Implementation Committee (CAPIC). The next meeting of the adhoc committee is scheduled for October 18, 1990 at 9:30 a.m. at City Hall.

Please feel free to contact Al Little at 546-4280 if he can be of any further assistance.

Sincerely,

for A. L. Georgieff, M.C.I.P.
Director of Local Planning

A.L.:ns
Encl.

c.c. Ms. Jan Pacey
Community Renewal Officer
Community Development Department

imity

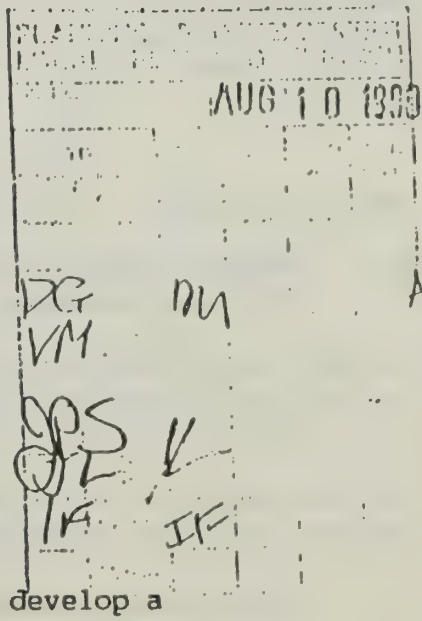
GOODWILL INDUSTRIES

225 KING WILLIAM STREET, HAMILTON, ONTARIO L8R 1B1

TELEPHONE (416) 526-8481
T.D.D. (416) 526-9876

H.L. Gallagher
Patron & Honorary Chairman of the Board
. Ross McCrimmon
Chairman
ollie A. Steed
Vice-Chairman
leanor B. Morrow
Secretary
ilem Agro, C.A.
an A. Bracalenti, M.D.
erald W. Brown
.E. Capstick
)orothy M. Cauley
loy W. Clark
. Diekebrecht
arry D. Hall
.T. Hamel
'eter L. Hill
George J. House
Dorothy M. Lambeth
K.P. MacDonald, C.A.
Alfred R. Oliver
Kenneth W. O'Neal
Paul H. Philp
Mary E. Purdy, M.D.
W. Ross Robinson
Rachel Thachuk
Doug Wallace, *President & Executive Director*

August 8, 1990



Mr. John Sakala
Manager of Site Plan
Planning & Development Department
City of Hamilton
7th Floor
71 Main Street West
Hamilton, Ontario
L8N 3T4

Dear Mr. Sakala:

I am writing in connection with the proposal to develop a pedestrian park on Ferguson Avenue between King and Wilson Streets.

We have discussed this proposal very briefly with Alderman Brian Hinkley and Mr. Al Little of the Planning Department and would now like to request that we be included in any information circulation, public discussion, or consultation that might occur with respect to it.

Thanks for your help with this. Please do feel free to call if you have any questions whatsoever about this request.

Sincerely yours,

Peter McDonald
Assistant Executive Director

PMcD:js

"The gift or bequest you give today helps train people with disabilities for jobs tommorrow."
Charitable Reg. No.: 0345033-11-14

V. KOWALSKI
DIRECTOR

REFER TO FILE NO.

YOUR FILE NO.

PLANNING & DEVELOPMENT
LOCAL PLAN 800-0602-13-01

Received
SEP 21 1990

TO | STAFF | INIT. | DATE | ACT

DIR.
P.O. BOX 2040
HAMILTON, ONTARIO
L8N 3T4
TEL: 546-2540
NEIGH. DEV.
STUD.
STAFF
CART.
ADMIN

The Corporation of the City of Hamilton

DEPARTMENT OF COMMUNITY DEVELOPMENT

1990 September 20

Mr. M. Forsyth
First Pilgrim Church
200 Main Street East
Hamilton, Ontario
L8N 1H3

Dear Mr. Forsyth:

RE: Ferguson Avenue Streetscaping
ADHOC Committee

On 1990 July 25, the Planning and Development Committee requested that the Downtown Action Plan Co-ordinating Committee (DAPCOM) to establish an ADHOC Committee for the purposes of carrying out a streetscaping review. (see attached)

On 1990 September 12 representatives of DAPCOM reviewed the feasibility of redeveloping Ferguson Avenue. Based on the initial site meeting there appears to be potential for:

a) Redevelopment especially from Main to Wilson Streets, and that,

b) A lesser degree of streetscaping be provided from Wilson to Barton Streets to further facilitate moving of pedestrians and bicycle links to other facilities within the neighbourhood, and,

c) Investigate the potential inter city links from Ferguson Avenue to Eastwood Park, to Pier 4 and to Pier 8

The following is a list of Committee representatives:

Mr. C. Firth-Eagland	Public Works Department
Mr. L. Staslak	Public Works Department
Mr. V. Matus	Planning and Development Department
Mr. J. Sakala	Planning and Development Department
Mr. R. Karl	Traffic Department
Mr. R. Meiers	Engineering Department
Ms. C. York	Arts Advisory Board
Ms. J. McNeilly	Community Development Department
Mr. M. Forsyth	CAPIC
Mr. J. Mokrycke	L.A.C.A.C.
Mrs. M. Poclus	International Village B.I.A.
Ms. K. Roney	Barton General B.I.A.
Ms. J. Pacey	Community Development Department

...../2

The Review Committee invites you to attend and discuss the area on 1990 October 03 from 9:00 a.m. to 11:00 a.m. in the Property Department Board Room to share your comments and bring any background information you or your department may have to this meeting in order that a thorough report can be compiled.

If you are unable to attend please contact the undersigned at 546-4698.

Yours truly,

Jan Pacey

Ms. J. Pacey
Community Renewal
Officer

JP:bk
Attch.

cc: Alderman V. Agro, Ward Two

Alderman Wm. McCulloch, Ward Two

Alderman B. Hinkley, Ward Three

Mr. D. Godley, Co-ordinator
CAPIC

ACTING COMMISSIONER OF ENGINEERING

RELEASE OF MAINTENANCE EASEMENT AT 310 CREBAR DRIVE, LOT 28, 'AQUILA PLACE' SUBDIVISION PLAN 62M-425.

The Committee was in receipt of a report dated 1990 July 12, from the Acting Commissioner of Engineering and approved the following recommendation;

That the Mayor and City Clerk be authorized to execute an amendment to the subdivision agreement for Aquila Place - Phase 1, Registered Plan 62M-425, deleting the requirement for maintenance easements, which amendment is to be prepared by the City Solicitor.

The Committee agreed to table Item 9. until the Mayor had an opportunity to appear before the Committee.

ALDERMAN BRIAN HINKLEY

FERGUSON AVENUE BETWEEN MAIN STREET AND WILSON STREET.

The Committee was in receipt of a report dated 1990 July 13, from Alderman Hinkley concerning Ferguson Avenue between Main Street and Wilson Street.

A copy of an Information Report dated 1990 July 17, from the Commissioner of Planning was distributed to the Committee for their information.

Alderman Hinkley appeared before the Committee to discuss concerns regarding Ferguson Avenue and how under-utilized this area is. Alderman Hinkley went on to indicate that he has received positive feed-back from people in the area and his hope is that Ferguson Avenue would be given a higher priority in the development process. Further, that any redevelopment would not be delayed because of the railway line. Alderman Hinkley expressed concern that all groups be involved including the B.I.A.'s.

The Committee was advised by the Director of Local Planning that C.A.P.I.C. has identified this as a high priority area. The Committee discussed this area in relation to the Beasely P.R.I.D.E. area and the Downtown Action Plan. Concern was expressed that a number of groups are looking at this area and that Ferguson Avenue should be given high priority and dealt with separately.

Mary Pocius from International Village appeared before the Committee and supported Alderman Hinkley's suggestion that Ferguson Avenue need is an important area and the need for the necessary studies to go forward at this time.

Mr. Forsyth, Chairman of C.A.P.I.C. also addressed the Committee indicating that C.A.P.I.C. is looking at this area and that Ferguson Avenue has tremendous potential.

After considerable discussion the Committee approved the following recommendation:

(a) That a comprehensive study be conducted to review the potential of Ferguson Avenue, north of Main Street and surrounding area for redevelopment and streetscaping;

(b) That this recommendation be forwarded to the Downtown Action Plan Co-ordinating Committee with a view to establishing an Ad Hoc Committee.

Further the Committee requested that all interested parties should be invited to a meeting to discuss the formation of this Committee and that the Planning and Development Committee be kept advised of the progress of this study as well as Alderman Hinkley and the Ward Aldermen.

capic

CENTRAL AREA PLAN IMPLEMENTATION COMMITTEE

CITY HALL, 71 MAIN STREET WEST, HAMILTON, ONTARIO, L8N 3T4

October 3, 1990

Oct-15
David → Al
from CAPIC
Charles Forsyth
1/2 J

MEMORANDUM

RE: FERGUSON AVENUE STREETSCAPING

From: Charles H. Forsyth
Chairman, CAPIC

To: Ad Hoc Committee - Re: Ferguson Avenue

1 Ms. J. Pacey has been briefed on interesting/useful student studies of Ferguson South (escarpment to Main St) carried out as a project by Planning students of Mohawk College . Mr. D. Grainger has those studies and they might provide some useful ideas about that section of the street.

2 CAPIC is interested in the potential of Ferguson to be a "significant street" in the east sector of the Central area.

The very diversity of the Street, noted at the Sept 12 meeting, underscores the street's usefulness. From CAPIC's point of view it is important to see how the role of the street changes, as follows:

a) ESCARPMENT TO MAIN STREET....a "people connector"... pedestrian scale...limited vehicular roles (Walnut to the West is the arterial-type street)...bicycle path uses... links to park area N and S of the pedestrian underpass... a key axis (still mainly pedestrian-scale) for any development on the railway lands (the last core city 'block' available).

b) MAIN to KING ...a rail line now...but potential for pedestrian plus-15 crossing of main street...bicycle/pedestrian link...landscaping, etc.....vehicular traffic flows to the west on Walnut

c) KING to WILSON....a potential tree-lined boulevard with low elevation structures on flanks....housing infill... mixed in with ground-level commercial and institutional ...strong emphasis on pedestrial (bicycle) flows...and lateral connections to King William, etc.

d) WILSON to BARTON....stress on housing....but it is of critical importance to consider the quality of 'links' to the Barton institutional/commercial sector (east-west) and to the Eastwood/Pier 8/Pier 4 'flows' to the waterfront.

3 We would hope that some way can be found to be develop a comprehensive strategy for the STREET-IN-ITS-CONTEXTS. It is the view of CAPIC that Ferguson in its entirety is a street that could enable the City to shape change and growth in very different neighbourhood areas, as outlined above. It is to be hoped that any strategies for Ferguson will relate to other key neighbourhood-development issues - such as:

a) height of buildings
b) residential density
c) pedestrian flows
d) encouraging a more complete "circulatory system" in the city core....flows from Corktown into King East (plus-15 at Main), lateral flows along King and King William toward James (Jamesville)...flows from north end/Barton areas toward city centre..... flows from neighbourhoods toward Harbo

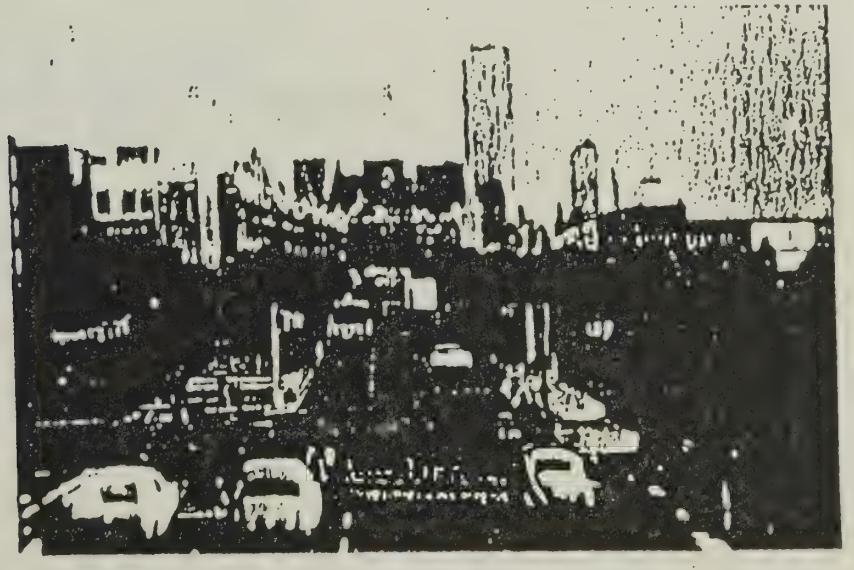
CAPIC is of the view that we need to consider the barriers to positive developments in the Ferguson area, and determine how these can be tackled.

4 CAPIC is committed to assisting in any ways it can to developing a visionary, viable Ferguson-area strategy, and is anxious to be supportive of the work of the Ad Hoc Committee.

5 Attached is a photo study of how stark streets can become significant streets - with positive effects on the neighbourhood(s) around



The unimproved West Side Highway along the Hudson River in New York City. *Photograph courtesy of Tom Fox*



An environmental simulation of a landscaped boulevard and esplanade to replace the old West Side Highway. *Photograph courtesy of Peter Bosselmann*

M. Donagala
FEB 22 1991 Planning

800-0613

4c

CENTRAL/BEASLEY CITIZENS' ADVISORY COMMITTEE

NOTICE OF THIRD MEETING

1991 MARCH 06

7:00 P.M.

AMITY GOODWILL

A G E N D A

1. Selection of Chairman
2. Minutes of Meeting of 1991 February 18
3. Introduction of Design Consultant - Victor Ford and Associates Inc.
4. Old Business
   a) Ferguson Avenue Track Removal
   b) McClaren Park As Built Plans
   c) Air Quality Testing Station - Relocation
   d) Cancord Industries Site
5. New Business
   a) Propose Project(s) Review
   b) Project Site Determination
      i) Priority Setting
      ii) Site Amenities
      iii) Budget Review
   c) Other Business
6. Next Meeting
7. Adjournment

3. **Old Business**

a) **Community Improvement Plan**

After some discussion it was MOVED by J. Macaluso, SECONDED by E. Ward and CARRIED to approve the Community Improvement Plan in its draft form.

ACTION: D. Dube to recommend to the Planning and Development Committee to accept the approved Community Improvement Plan.

b) **Ferguson Avenue**

D. Dube reported that a Ferguson Avenue Review Team has been created. It was learned that construction will occur in 1994 at a cost of 1.75 million dollars and a consultant be appropriated at one hundred thousand dollars ($100,000.). It was agreed by the Committee that P.R.I.D.E. funds should therefore not be directed towards upgrading Ferguson Avenue. It was also agreed that a representative from this Committee be designated to sit down as a potential member for the Ferguson Avenue Review Team. Some Committee members were concerned about the tracks. As senior citizens crossing the street experience difficulty, could the tracks be moved?

ACTION: D. Dube to investigate tracks' removal schedule.

c) **Free-Tree Programme**

The "Street Tree Planting Programme" (attached 'A') was distributed among Committee members. D. Dube reported that the Public Works Department's cost is approximately one hundred dollars ($100.) per tree. At present, orders are to be filled approximately by Spring 1992. D. Dube was concerned that using P.R.I.D.E. funds to promote this programme could cause conflict with the Public Works Department trying to keep up with request and the Committee members were hesitant upon transferring funds to accommodate this cost.

d) **Park Skateboarding**

The attachment 'B' was circulated. D. Dube reported that he reviewed with the Culture and Recreation Department the potential for skateboarding in the park. Public liability should not be a concern. Staff was unaware of any By-laws regulating liability factor. A minor skateboarding treatment could possibly be reviewed in the same temperament as swings, play structures, etc. unless the project would reflect a large skateboarding facility as proposed for the mountain i.e. 11 foot walls.

...../3

CENTRAL/BEASLEY CITIZENS' ADVISORY COMMITTEE SECOND MEETING

MINUTES OF MEETING

1991 FEBRUARY 18

7:00 P.M.

AMITY GOODWILL

PRESENT:	**J. Drake**	**Chairman**
	H. Bluscke	
	A. Raymond	
	E. Ward	
	D. Ducharme	
	J. Macaluso	
	D. Wallace	
	G. Smith	
ALSO PRESENT:	**D. Dube**	**Public Works/Parks Division**
	C. Forsyth	**CAPIC**
REGRETS:	**Alderman McCulloch**	
	Alderman Agro	
	P. Fam	
	V. Piccolotto	
ABSENT:	**D. Bursey**	
	S. Habensus	
	M. Karl	
	A. Verrall	
	G. D'Aurelio	

1. **Selection of Chairman**

   MOVED by J. Drake to volunteer as Chairman, SECONDED by J. Macaluso. CARRIED.

2. **Minutes of Meeting 1991 January 30**

   MOVED by J. Macaluso and SECONDED by D. Wallace to accept the Minutes as read. CARRIED.

...../2

e) **McClaren Park**

This site is being identified as another potential project area. It is felt that the Park is somewhat barren, uninviting, could use more greening, possibly move the building or a redesign of the Park. It was suggested that the owner of 183 Catharine Street which property abuts the Park to the east of McClaren Park be approached for expropriation. The owner, Mr. J. Pokupec is willing to sell the property. It could then be demolished and act as a east entrance into the Park. (attached as 'C')

ACTION: D. Dube to secure as built plans for McClaren Park.

f) **Cancord Industries Site**

The field behind 193 Elgin could serve as a passive park for the area. A ten-year lease agreement would be needed with Cancord Industries. Last year, the owner was approached and seemed interested.

ACTION: Cancord Industries to be contacted by D. Dube to revise interest in the project.
Traffic Department to review crossing concerns to the site

g) **1975 - 1977 Housing Loans Programme Review**

In a meeting with J. Robinson, Co-ordinator of the Housing Loans Division of the Building Department, D. Dube reviewed the Kirkendale-Strathcona and northeast Urban Renewal Project area. This was a successful housing rehabilitation programme in the years 1975 - 1977. The strategy was a mailout to all residential and property standards officers walked the neighbourhoods. They provided an outside "friendly review" noted on a flyer pertaining to programmes. There was no follow-up. Apparently, this programme resulted into several hundred applications being made from homeowners in the area north of the CN tracks, west of Wellington Street North and the Bay. Difficulties in implementing this strategy in 1991 is that Community Development no longer has property standards officers working off of the Planning Act. It would have to be initiated by building inspectors directed by the Building Code. As well, intensification is a major concern in this part of the City. Unfortunately, orders to comply would eventually have to be issued. Other factors between 1975 and 1991 are: in 1975 we had an unlimited budget with limited area, in 1991 we have limited budgets spread throughout the City.

However, J. Robinson would be prepared to meet with the Neighbourhood Association once the Citizens' Advisory Committee's function has been fulfilled. The Province is currently reviewing programmes and budgets and J. Robinson would appreciate the opportunity to review programmes for all types of ownerships in the area.

...../4

4. **New Business**

a) **Design Consultant Selection**

Victor Ford and Associates have been recommended as design consultant for the area at a budget of forty-seven thousand, two hundred dollars ($47,200.). He will be asked to attend the next Citizens' Advisory Committee meeting.

b) **Proposed Projects Review**

I) **St. Mary's Church/School Pathway**

This property is on church lands. In his absence, V. Piccolotto informed D. Dube that lighting budgets have been put on hold to address this area.

II) **Senior Needs**

E. Ward stated that we should address the seniors of the area needs in respect to Beasley Park designs.

III) **Beasley Park**

H. Bluscke submitted attachment 'C' for consideration stressing that the principal of Dr. Davey's School would like to see an open area play field as indicated.

IV) **Air Quality Testing Station**

This small building currently located in Beasley Park and potentially in the rehabilitation project area may be requested to be moved.

ACTION: D. Dube to contact the Ministry of Environment for possible relocation.

c) **Other Business**

D. Dube handed out the "Friends of the Park" and the "Friends of the Environment" pamphlets (copies attached) to the Committee members for information.

5. **Next Meeting**

The next meeting will held on 1991 March 06 at 7:00 p.m. at the Amity Goodwill Site, (entrance off of the parking lot, elevator to the second floor), King William Street and Ferguson Avenue. It was recommended to Committee members to review Belview Park and to also review the proposed project sites.

6. **Adjournment**

The Meeting adjourned at approximately 9:15 p.m.

'A'

THE CORPORATION OF THE CITY OF HAMILTON

DEPARTMENT OF PUBLIC WORKS
(Beautification Section)

STREET TREE PLANTING PROGRAM

This is your opportunity to improve the appearance of your community by planting a street tree. The following points will give you an insight into what you invest in this program:

1.- You improve the visual aspect of your street.
2.- You increase the value of your property.
3.- You supply an important aid to air pollution control.
4.- You help decrease hot summer temperatures.
5.- You assist in the reduction of wind velocity.
6.- You will, as the trees get larger, give your neighbourhood a feeling of tranquility, stability and permanence.

HOW THE PROGRAM WORKS

The city will come and plant a tree at no cost to the homeowner, on city property in front of his or her house, if the house is on a corner lot additional trees may be planted on the side of the yard.

THIS DEPARTMENT WILL

a) Plant the tree in late fall (October, November, December) or early Spring (February, March, April), Depending on weather conditions.
b) Supply a prepared soil mixture.
c) Stake and Tie the tree.
d) Replace the tree if it dies or is vandalized.

TREES ON STREET RIGHT-OF-WAYS SHALL BE:

Planted on a basis of one per lot or three per corner lot or alternately on the average of one per 40 foot frontage.

Planted a minimum of 35 feet from street intersections.

Planted at such a distance from property or curb line as to co-ordinate with other utilities having use of the right-of-way.

All tree planting shall be located by utilities for underground services prior to planting (eg. Gas, Hydro, Bell, Water, Cable, etc.)

Planted when the majority (90%) of the construction on adjacent property is complete and final grades have been established on the street right-of-way.

Of a scale to relate to adjacent buildings overhead utilities and to provide sufficient clearance for pedestrian and vehicular traffic.

Selected from species which are appropriate for the existing climate, soil and winter salt conditions.

The responsibility of the city as far as maintenance, pruning, etc. are concerned.

TREES ON PRIVATE PROPERTY SHALL BE:

In the past we have occasoinally planted trees on private property to fit in with the homeowners landscape design plan or there was insufficent room on the City property to plant a tree.

This practice is now discontinued.

BEASLEY PARK



John Rennison, The Spectator

Eddie Reategui defies gravity in showing his skateboarding prowess.

King of the ramp

Skateboarding is life to Eddie

By BOB HUTTON
The Spectator

THE WEATHER was bogus but the performance wasn't.

The show was radical, knarley, burley, shredded, schrappy or thrash — take your pick, they're all in the same place in the skateboarder's dictionary.

"They all mean you do something and you kind of expect to fall," explained visiting Eddie Reategui, a California skateboarding champ, "but you end up pulling it off."

And pull it off he did as a couple hundred youngsters went home with Eddie's autograph on shirts, skateboards, hats, cards, or anywhere else Eddie could apply his John Henry.

The under-age crowd gathered at Beasley Park to witness the skateboarding pro fly through the air twisting and turning with the only tool of his trade.

"The ramp wasn't in the best of shape and it's kind of cold," the 21-year-old said after the hour-long demonstration. "But most of the kids seemed happy — that's the important thing."

Eddie had the young crowd buzzing every time he entered the wading pool — turned skateboard pit — with his tricky moves that require strong balance and a rather large streak of craziness.

"It's the only life I know," said Eddie, who sports a tan that George Hamilton would envy. "It beats a nine to five job. I get to travel a lot and make some pretty good money to boot."

Skateboarding is no longer swiping your sister's roller skates and putting the wheels on an old sheet of cutout plywood.

It's all hi-tech, with boards and equipment costing hundreds of dollars.

"It takes a lot of hard practice and dedication," Eddie says of his performance. The hard work and dedication can pay off for the professional

☐ Continued on D4

Young Canadian fans think Eddie's skateboarding technique is totally rad

☐ Continued from D1

skaters — in a big way.

A handful of top pros south of the border command six-figure salaries and Eddie is slowly working his way towards those figures. He estimates he makes up to $25,000 US a year.

Skateboarding has taken him to Europe, Australia, Indonesia, Brazil and New Zealand, in addition to Canada. All the trips are sponsored by the Alva Skateboard Company in California.

Eddie, who was brought up by the Off The Wall Skateboard Shop, is promoting his latest board design on this trip between performances and judging by his biggest fans — kids under the age of 15 — it will be a hit.

Eddie says he "tries" to get up by 10 a.m. and head to the surf near his Long Beach home. He waits until it cools down and skateboards all afternoon before heading to area mountains for snowboarding.

"It's (skateboarding) not as popular as it once was in the States," Eddie said. "But it's really growing in places like Canada, Europe and Brazil.

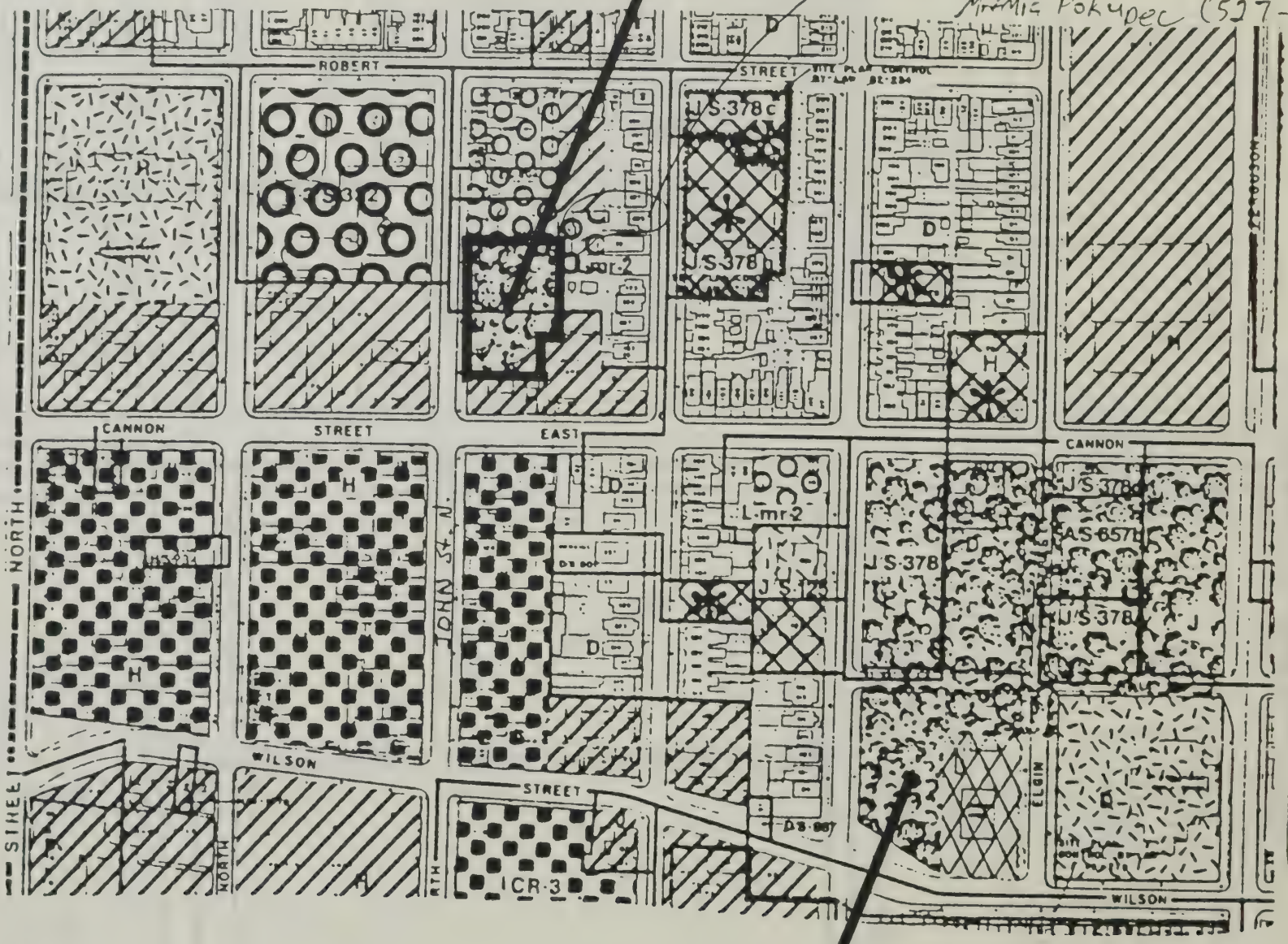
"It's still a radical sport."

Things haven't always been rosey for the 21-year-old. He broke an ankle in Hawaii a couple of years ago and missed valuable training time. Even his latest trip to Canada started off on the wrong foot.

'C'

McLAREN PLAYGROUND

183 Catharine N.
Marilla Pokupec (527-5616)



LAND USE

RESIDENTIAL

- single & double
- attached housing
- low density apartm
- medium density a
- high density apart
- commercial & apa

- COMMERCIAL
- INDUSTRIAL
- CIVIC & INSTITUTIO
- PARK & RECREATI
- OPEN SPACE
- UTILITIES
- COMMERCIAL & IND

BEASLEY PARK

JAMES

(N)

J/S-378

H

D

- submitted by Public School Bd. Oct 11/91

CANNON

J/S-378

D

Baseball

Panel walk with benches between Baseball & P. Field

STREET

Playing Field

J

25

Basketball

KELLY

Upgrade Play Park

Provide Parking

ELGIN

Sidewalk to remain

D

SITE PLAN CONTROL BY-LAW 79-279

WILSON

S.

Working for the Environment, Together



Canada Trust customers and Canada Trust are working together to make a difference in our community through the Friends of the Environment.

You're invited to join in!



Canada Trust

The Home of Friendly Service

70-777 (0990)

Friends of the Environment Foundation

Canada Trust has set up the non-profit Friends of the Environment Foundation with chapters in cities and towns, right across Canada. Each local chapter finances such environmentally friendly initiatives in their community as planting trees, cleaning streams, educating people - whatever helps locally. Ask at your branch for chapters in your area.

Foundation funding comes from both present and new Canada Trust customers, and Canada Trust.

Customers voluntarily participate in their local chapter by designating their personal savings and chequing accounts "green". Canada Trust gets things started by donating $5 for each customer doing so. Up to $1 million will be donated for new sign-ups, each calendar year.

"Green" accounts automatically contribute 1¢ per $1 of interest earned each month to their local chapter. These donations are recorded in your passbook or statement. Canada Trust matches such donations, up to $2 million nationally, each calendar year.

For example, if you earn interest of $50 in a month, 50¢ would go to your local chapter from you, and from Canada Trust, so the chapter gets $1 in total. This is repeated for all participants each month, so pennies soon add up to thousands of dollars. A tax receipt is issued for accumulated donations over $10 each calendar year. You can stop your donations at any time by merely advising your branch.

Local Action and Control

The Friends of the Environment Foundation's constitution ensures that no funds are used to pay for administrative staff, and that all funds donated to a local chapter are spent by that chapter's advisory board. Board members must be donors to the local chapter.

What's Good and What's Not Newsletter

If you choose to, you can also subscribe for $10 annually, to a quarterly newsletter that's chock full of information and practical tips on what's environmentally friendly and what's not.

You're Invited to Join In

If you're not a Canada Trust customer, this is a warm and wide open invitation to visit us. We offer full financial service when it's convenient for you - 8 to 8 Monday to Friday and 9 to 5 Saturdays. Canada Trust is one of the nation's largest and strongest financial institutions - the independent Canadian and Dominion Bond Rating Services have judged us more financially secure than five of the big six banks.



Our customers care about the environment. And yet Canada Trust is interested in doing more business, however, we also care. Friends of the Environment combines business and caring. It isn't the only answer, but it's doing something positive. Joining your local chapter is one way to help in your community. Let's work for our environment, together!

REFEREED ARTICLE/ARTICLE SOUMIS À DES ARBITRES

4d

The Urban Impacts of Intermodal Rail Terminals in Canada

BRIAN SLACK

ABSTRACT

New rail terminals are being developed by CN and CP to handle their growing intermodal business. These facilities are giving rise to a number of urban conflicts. This paper describes the physical characteristics of the terminals, and reviews some of the present urban impacts. Finally, the planning issues involved are analysed.

RÉSUMÉ

CN et CP créent de nouvelles gares ferroviaires pour gérer leurs opérations croissantes dans le ferroutage. Ces installations sont aussi à l'origine d'un certain nombre de problèmes urbains. L'article donne les caractéristiques matérielles des installations et s'attarde sur certaines des conséquences qu'elles entraînent pour la vie urbaine. Enfin, on traite des questions de planification qui sont en jeu.

Introduction[1]

The significant role played by the railways in Canada's urban development in the nineteenth and early twentieth centuries is reflected in their position as landowners in Canadian towns and cities. The rail companies are major proprietors and important users of urban land. They have helped shape the form and character of urban Canada (Macdonald, 1982). Their facilities, such as rail shops, developed as important nodes of employment, thereby greatly influencing residential and commuting patterns. Their freight yards separate urban neighbourhoods, and their tracks have helped shape and delimit overall patterns of urban development.

Although the railways may have contributed to urban growth, many times their use of land has given rise to local conflicts. Often, the railways are regarded as incompatible neighbours, especially with residential land uses. Furthermore, their tracks frequently intrude into districts where they are considered a nuisance and a danger. This is particularly evident in downtown cores, where extensive track configurations interfere with vehicular and pedestrian flows, and where concerns over visual blight and noise levels are particularly acute.

Since the Second World War, the question of railway land has been an important concern of Canadian urban planning. Considerable attention has been paid to the resolution of land-use conflicts involving rail-owned land. Most notable have been the projects designed to remove or relocate rail tracks from downtown cores (O'Connell, 1983). It may be noted, however, that redevelopment of this land has raised as many conflicts as the removal of the tracks!

It must be recognized that much of the interest in planning rail land has been brought about by the contraction of railway business. The demise of rail passenger traffic is mirrored by the declines in general freight activity, both precipitated by competition from other transport modes. The effect has been to release a great deal of land from traditional rail activity. Railway shops, freight yards, passenger stations, and rail tracks have all been closed down or abandoned across Canada since the 1950s. This has generated a significant opportunity for towns and cities to plan and redevelop this land (Nader, 1975, p. 354-5).

Just when many of the serious planning conflicts involving rail land were being resolved, the railways began to develop a new line of business, intermodal traffic. Originally starting out with piggyback, or TOFC (Trailer on Flat Car), the business was carried out in traditional freight yards. Container traffic was added in the 1970s. The container trade, or COFC (Container on Flat Car), began as an import-export business based on the transport of containers to and from ports. It has developed into a more broadly based activity involving domestic freight. This new intermodal activity has been the most important growth area for the railways over the last 10 years. Although it has still to generate levels of profitability comparable to the bulk freight business, its growth over the 1980s has been impressive, averaging 7% per year.

The growth of intermodal traffic has necessitated the creation of a completely new operating network. Instead of trying to serve every single market by rail, as with the old general freight business, intermodal traffic is concentrated at a small number of hubs (Hayuth, 1987). These hubs serve as load centres, where the business of a large region is concentrated, using trucks for pick-up and delivery. Taking advantage of their line-haul

BRIAN SLACK

Brian Slack is Professor of Geography at Concordia University, Montreal, where he teaches Urban Geography. His research has focused on intermodal transportation and port development. He has worked extensively as a consultant, most recently with Transport Canada.

economies, the railways transport the containers or trailers between the hubs. The intermodal networks that have been developed, therefore, focus traffic on a limited number of regional hubs: Vancouver, Edmonton, Calgary, Winnipeg, Toronto, Montreal, Moncton and Halifax. It is from these load centres that the rail traffic is organized (Slack, 1988).

The need to handle large volumes of COFC and TOFC traffic at the hubs has put a great deal of pressure on terminal space. Both Canadian National (CN) and Canadian Pacific (CP) have had to create new mechanized transfer facilities. Many times these terminals have been established on the sites of old freight yards (Slack, 1989). This revitalized rail business inevitably impacts on the hub cities. Terminal operations and traffic flows are giving rise to a new set of unexpected local land-use conflicts.

The goal of this paper is to outline the characteristics of the intermodal terminals and to review the land-use conflicts that are developing in the Canadian hub cities. It will demonstrate that there are problems in both the facilities that have been converted out of old freight yards and the terminals that have been purpose-built on greenfield sites. The paper goes on to discuss the issues involved from the perspective of the railways, with their concerns of maintaining operational efficiency, and the cities, with their interests in minimizing locational conflicts.

The Nature of Intermodal Terminals and their Site Requirements

Intermodal networks are characterized by the concentration of rail traffic in high-density corridors (Archambault, 1987). Unit trains provide regular and fast service between the hubs. For example, CN's "Roadrailer" offers daily, fixed-time service between Chicago, Toronto, Montreal, Moncton and Halifax. This high-capacity rail service places a great deal of pressure on the terminals, which have to provide enough storage space to accommodate the inbound and outbound traffic to ensure the rapid turnaround of the trains. In addition, the need to guarantee prompt handling of the trains requires that containers and trailers be handled mechanically. Various types of side or top-lift equipment are in use, and all but yard gantry systems require space for manoeuvering. Thus, intermodal terminals demand large amounts of land for storage and operations. The actual amounts depend on traffic volumes, but 25 hectares would be required for a small to medium hub, while a large facility would need in excess of 50 hectares for storage and operations.

The shape of an intermodal terminal is also determined by operational considerations (Goodwin, 1986). Unit trains have to be turned around with the fewest delays, and this is best achieved by maximizing the length of the blocks handled. If the train has to be broken up into smaller segments because the tracks are not long enough, extra switching is required. As unit trains may be 2 km in length, very long terminal track configurations are sought. Ideal sites are therefore very long and relatively narrow.

Although the terminals are in essence rail facilities, inevitably, they are strongly influenced by considerations involving road transport. The intermodal chain depends upon truck delivery and pick-up. Truck access is an important locational determinant, especially in light of the volume of truck traffic that may be generated. As many as 1000 truck movements a day may be recorded in a busy terminal. A modern intermodal facility is a major generator of truck traffic in a city.

The nature of the daily flux of containers and trailers in rail terminals requires extensive hours of operation. Schedules result in the arrival and departure of trains with very limited margins of flexibility. Truck pick-up and delivery is more attenuated, and there is a need to clear as much of the daily volume of traffic within the 24-hour period to avoid storage congestion. Consequently, intermodal terminals are centres of intense activity for long periods of time, the largest being in full operation for 24 hours, but even the smallest usually remain open for 18 hours a day.

As a result of these features, intermodal terminals possess a number of distinct characteristics. They require extensive sites of unusual configuration, and because they generate a lot of truck activity, require locations with good highway accessibility. An example of a facility which possesses these site characteristics is CN's Monterm terminal (see Figure 1). It occupies a 110 acre site, whose length, 6,000 feet, is nearly 8 times its width, 800 feet. The facility comprises 5 rail tracks only, leaving much space for storage of 4,500 Teus (Twenty foot equivalent containers), and parking for 600 trailers. In addition, there is room between the tracks for the turning and reversing of yard equipment and trucks. Its location, adjacent to an expressway, Autoroute 20, is good for truck access, and is constrained only by the frequent congestion of that artery.

Urban Conflicts

The recentness and the rapidity of development of intermodal transportation has forced the railways to make rather hurried choices in selecting sites for intermodal terminals. For the most part, both CN and CP have turned to some of their existing yards for conversion. This situation is understandable, because intermodal traffic provides a new function for an under-used facility. Unfortunately, very few of the converted terminals fulfil the optimal site requirements (Slack, 1988). They are frequently too small, and possess configurations that force the trains to be broken into small blocks. CP's Toronto facility, Obico, is very congested, and the size and shape of the site make it impossible to improve operational efficiency. After long holiday weekends, when truck pick-ups are reduced, storage becomes a very severe problem, and yard operations are seriously impeded. CP's Calgary terminal is one whose operational effectiveness is limited by its internal shape. The main line to Edmonton bisects the yard, and thus activities involving movements from one part of the terminal to another are interrupted when a train is passing through. In some instances the facilities, such as CN Edmonton, are not well located with regard to road access.

If the establishment of intermodal terminals has created operational and cost problems for the railways, it is becoming clear that many difficulties are being experienced by the communities in which they are located. These hubs are not the most compatible neighbours in many re-

spects. Several conflicts between the yards and their municipalities have become evident. As will be shown, many of these conflicts impinge on the operational efficiency of the terminals, and so they become a problem both for the railways and the municipalities.

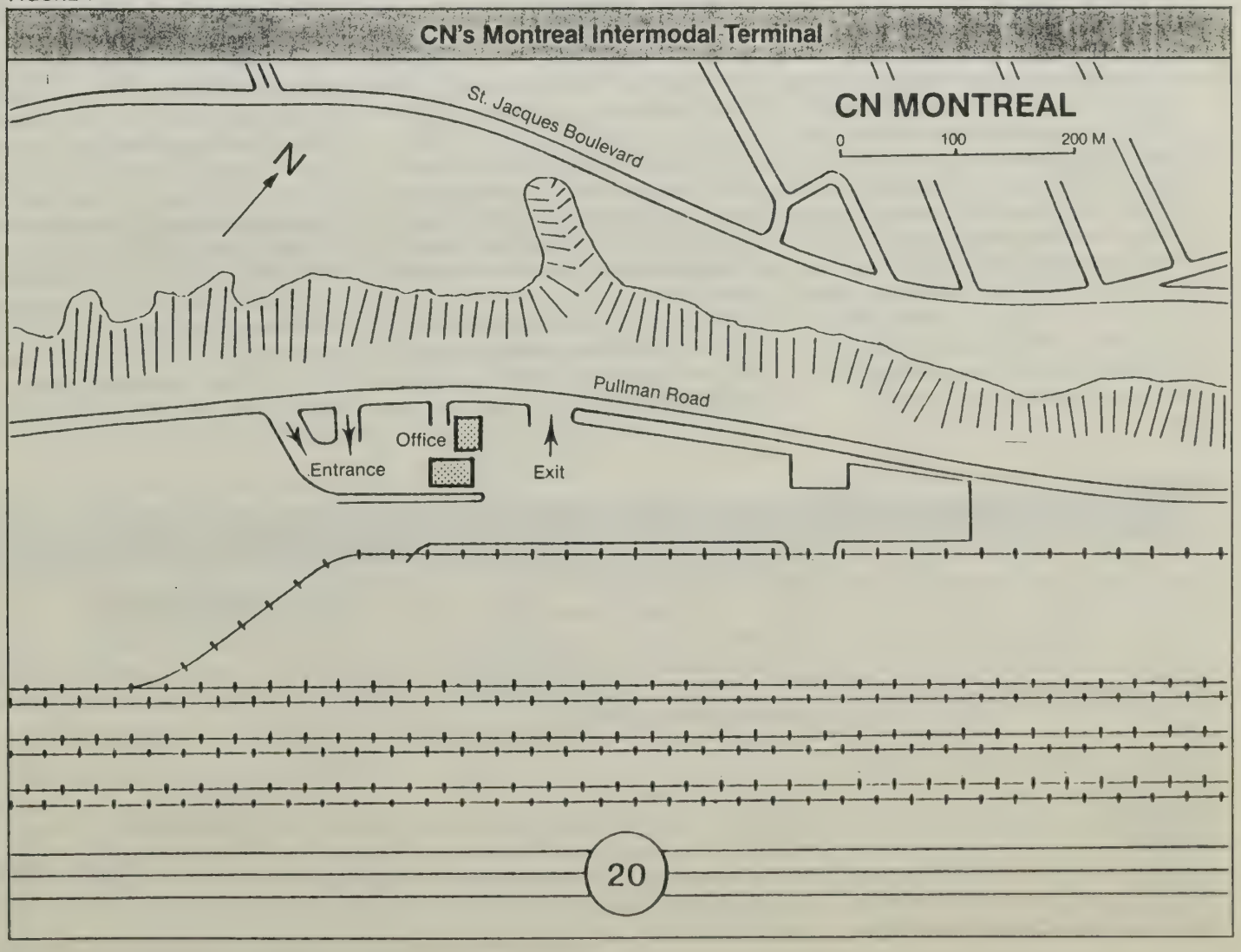
The most evident problem the intermodal hubs present to their urban neighbours is truck traffic. As mentioned, up to 1,000 truck movements per day may be generated. Frequently, the converted facilities lie in central city areas, around which other and varied land uses have arisen. The former rail business did not produce significant negative externalities, since most were self-contained activities. Indeed, many times the previous yard or shop led to many of its workers building their homes on the adjacent land. The new use has given rise to a completely set of different operational conditions.

CN's Edmonton yard provides one example of the problems (see Figure 2). The intermodal terminal has been established on the northern part of the site occupied by the CN shops. This means that the terminal is adjacent to the older residential neighbourhoods of Killarney and North Delton, communities that had grown up around the shops. Activities in the shops had been fairly self-contained and unobtrusive. The intermodal yard's functions are not. The long and narrow shape results in its physical presence extending for 15 city blocks, between 82nd and 97th Streets. Trucks have to use 127th Avenue, the road forming the northern boundary of the site, to access the terminal via gates on 93rd and 87th Streets. This avenue is entirely residential on its northern side, and the volume of heavy vehicular traffic is incompatible with its residential character.

A very similar situation is found in Winnipeg with regard to CP's intermodal terminal, which lies adjacent to the North End residential neighbourhood. The problem of CN's Vancouver facility, on the other hand, is not one involving residences. Located adjacent to the downtown core, the problem is that it adds further truck traffic to already congested central city streets.

Internal operations in the intermodal facilities are a further inconvenience to

FIGURE 1



sensitive neighbours. Of greatest concern is the noise generated. The movement of up to 12 trains per day, hundreds of trucks, as well as the manoeuvering of yard machines such as tractors and lift devices, produces a great deal of noise. Most aggravating are the warning buzzers emitted by reversing vehicles. As yard operations require a great deal of backing up, these buzzers are a constant feature of operations. Residential neighbours have suggested that the warning devices be turned off, but this would defeat their purpose, especially in the already hazardous yard environment.

The problem of noise is aggravated by the hours of operation. The largest are open 24 hours a day, 7 days a week, and so there is no respite from terminal activity aggravations. The long hours of operation also give rise to a further complaint — the bright lighting that is installed to permit full operations at night.

Another complaint by some residential neighbours relates to the dust generated by yard operations in several Prairie terminals. Some terminal managers in the Prairies argue that concrete or asphalt bases are too costly, especially when they are subject to heaving and cracking during the Western winter. As a result, gravel bases are used in some terminals such as CN Edmonton. The constant movement of heavy vehicular equipment in the yard during dry summer periods produces a great deal of dust that local residents complain about.

The railways clearly do listen to many of the problems raised by the neighbours of their intermodal yards. They frequently try to minimize the negative externalities. Returning to the example of CN's Edmonton terminal, the management tries to reduce the noise levels by stacking containers the length of the fence along 127th Street. The containers are thus used as a sound barrier, to filter the noise of regular yard operations. Similarly, management tries to concentrate nighttime or weekend yard activity in parts of the terminal farthest away from the residential areas.

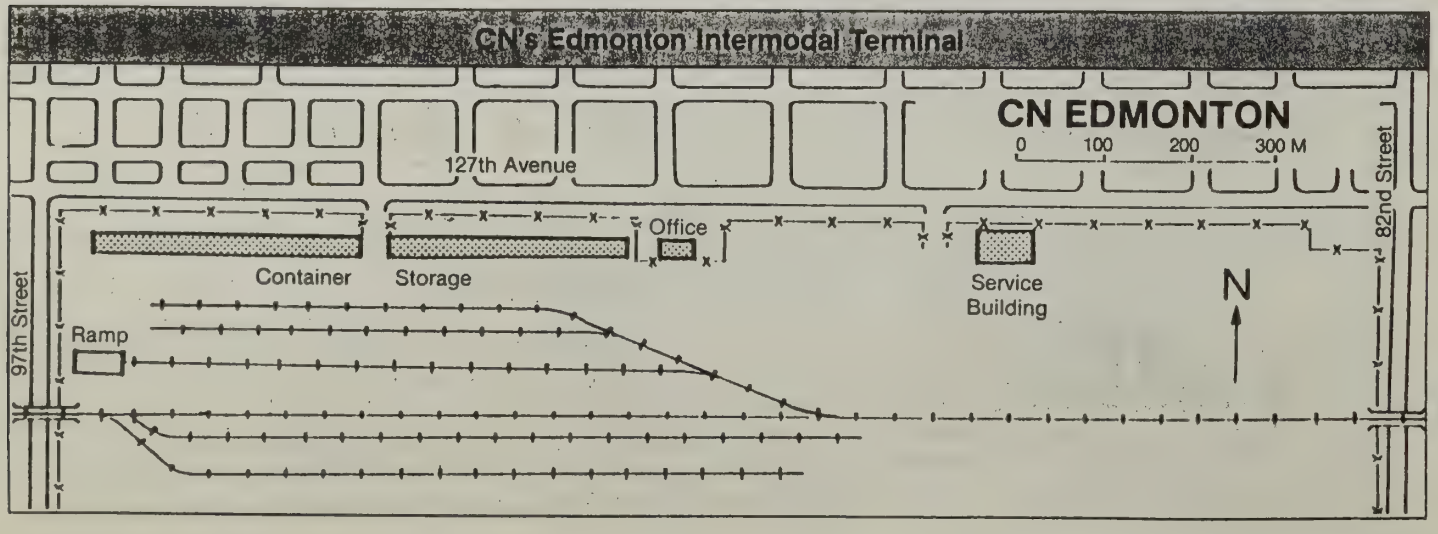
These responses are merely stopgap and partial solutions to the problem. Furthermore, the solutions frequently detract from the most efficient utilization of resources. Containers might be surprisingly effective sound barriers, but it does not make much operational sense to have them strung out over 15 city blocks. Yard equipment spends a great deal of time moving around from one end of the stack to the other to position containers for truck pick-up.

The obvious solution to the problems with converted yards is to construct new terminals on purpose-built sites. One difficulty with this solution is that greenfield site development costs are very high. One estimate put the conversion costs of an old facility at between $25,000 and $50,000 per car spot, while greenfield site development requires between $300,000 and $400,000 per car spot (Modern Railroads, 1985). The large discrepancies in development costs must be evaluated in light of the uncertain profitability of intermodal transportation for the railroads, and by the fact that it puts them in head-to-head competition with truckers for long-haul freight. As a result, both CN and CP have preferred to convert, and, so far, relatively few Canadian facilities have been built on greenfield sites.

It is clear, furthermore, that even new terminals are not immune from local dispute. Of the three purpose-built terminals that have been established, CP Edmonton, CP Vancouver, and CN Winnipeg, and the two presently under construction, CN Vancouver and CP Toronto, only CP's Edmonton facility has not generated some local opposition. As will be shown below, new terminals are sometimes just as controversial and contentious as the converted facilities.

CN's Winnipeg intermodal terminal was one of the first purpose-built yards in the country. It was built on the southern limits of the City of Winnipeg, with Department of National Defence buildings as its only neighbour on the north-west corner. Subsequently, suburban residential development has occurred along the north-eastern boundary. This middle-class neighbourhood, comprising single-family dwellings, has been complaining about the same problems generated by the converted terminals: noise, dust, lights, and the traffic. CN is currently

FIGURE 2



trying to realign the yard to improve rail access and internal operations. The proposal calls for a realignment of Wilkes Road, the main lateral public highway. Local residents are opposing this plan, and, without the approval of the municipal government, the railway is having to continue operating with an internal configuration that is sub-optimal.

The new facilities in Vancouver, CP's Port Coquitlam yard and CN's Port Mann site (which is under construction and will replace the COFC and TOFC terminals adjacent to downtown), are both in industrial parks. There are no residential conflicts here. However, there is a local interest that has expressed some concern about the location of the facilities in the easternmost sector of the metropolitan region. The Vancouver Port Corporation has indicated its unhappiness that the terminals are so far from the container berths. This does not appear to be a major transportation problem *per se*. Rather it is a strategic question, since the new sites are much more accessible to the competing Fraserport than the former downtown yards.

Toronto provides the most striking example of the problems that development of a new site can engender. CP's Obico yard has been congested for some time. None of CP's other land holdings in Toronto were suitable for conversion, and so in 1984 the company began purchasing land beyond the built-up area of Metropolitan Toronto, in Vaughan Township. In 1985, it announced that it intended to develop a site of over 300 hectares as an intermodal terminal on land zoned A Agricultural and OS1-Open Space Conservation. Almost immediately a group of local residents, wealthy exurbanites, formed an opposition group, PARRY (People Against Railroad Yards). This was a small but influential group. It based its opposition on grounds of traffic generation, noise, unsightliness, and destruction of heritage sites (Irish and Dexter, 1986).

CP withdrew plans to develop the site in November 1986, citing internal company re-evaluation of all capital projects. On the otherhand, PARRY claimed that the decision to withdraw the proposal was due to the efficacity of its opposition. It is not clear whether the actions of the opposition group had forced the CP's decision, but whatever the cause, CP was forced to continue with the congested Obico facility.

In March 1989, CP announced its intention to proceed with the development of a 80 hectare terminal on the 308 hectare site in Vaughan Township. All CP's west-bound traffic will be handled by the new terminal, while the Obico facility will retain east-bound movements. The new plans addressed some of the concerns of local residents — a large part of the land would act as a buffer zone around the operational facilities. Nevertheless, the announcement was made by the railway without the agreement of local authorities. The company cited the power it possesses under the 1987 Railway Act to expropriate and develop sites regardless of local planning regulations. It was only after announcing its plans that CP entered into negotiation with the municipality and the provincial government over certain details. The municipality has been particularly concerned about the fire protection and emergency response implications of the terminal. It has successfully negotiated with CP for a grant of $1,440,000 for the construction of a fire hall. There have been other agreements over road alignments, but there are still a number of outstanding issues, including a formal environmental assessment review, landscaping, and traffic (Town of Vaughan, 1990).

In April 1990 CP began work preparing the site, despite the lack of complete local approval (Globe and Mail, March 20, 1990).

Planning Issues

The development of intermodal terminals in Canada raises a number of issues that bear on the planning process. Of considerable importance is the fact that most hubs have been established on sites already owned and used by the railroads. This is understandable given the costs of developing new sites, and the availability of existing rail land in Canadian cities. It is clear, however, that the conversion of railway land represents a new land use. Intermodal operations are very different from any of the preceding activities and they generate different externalities. It is not surprising to discover, therefore, that these new uses have led to neighbourhood conflicts in several cases.

The conversion process has been carried out by the railways with little or no regard for wider community impacts. The main objective of both CN and CP has been to find and use rail-owned land that meets as many of the locational requirements of their intermodal operations as possible. Given the fact that few of the available sites conform to ideal configurations and locations, the railways have had to adapt their operations to these sub-optimal locations.

Cities themselves have largely ignored the changes. The perception has been that the sites remain in use by the railways, despite the fact that the conversion represents a significant change in operations. It is only after some of the negative externalities have become manifest, and local residents have become vociferous in their opposition, that there has been an awareness of the implications. But even here, municipalities have found it difficult to act against the railways.

The problems associated with converted sites may, in the long run, resolve themselves. The continued growth in traffic will eventually compel the railways to seek more extensive facilities, which, in most instances, will lead to the establishment of entirely new terminals. In Toronto and Vancouver, greenfield sites are now being developed in response to problems with existing facilities. However, the experience with purpose-built terminals demonstrates that they are not entirely problem-free. Urban conflicts can easily arise, both in the development stage, as in the example of the Vaughan terminal, as well as in the operational phase, as with the CN Winnipeg terminal. One is led to conclude, therefore, that new intermodal hubs will not automatically solve the urban conflicts.

At issue in both the converted and the purpose-built terminals is the relationship between municipal authorities, the planning departments in particular, and the railways. To describe the association as one carried on at arms-length would be an understatement. The cities, for historical reasons, have regarded the railways as empires unto themselves. Rail business has been seen as an activity that is largely independent, in which the muni-

cipalities have no say. Most municipalities have misunderstood, or ignored, the nature and the implications of the intermodal business conducted by the railways. They appear to have regarded it as just another rail activity. Cities have thus been forced into reacting to particular situations by adopting *ad hoc* measures, with limited success.

The railway companies themselves have not facilitated the planning process. Both CN and CP see their activities entirely within the context of the transportation business. Their role is to maintain a railway system that can compete with other railroads and with other modes for freight business. This preoccupation leaves very little room for other considerations. Their traditional operations are contained on sites they have occupied for decades, and thus tend to generate few local urban discordances. The result has been the *de facto* independence of the railways and their operations from their urban surroundings.

Re-inforcing this isolation is the *de jure* independence of the railroads. They have the statutory authority to ignore local and municipal jurisdictions. Their powers enable the railways to acquire sites and plan their operations with a unique degree of independence. Their facilities planning is guided by the requirements of the transportation business, which may or may not fit in with community objectives. When confronted with a particular problem that may require some local intervention, the railways seek individual agreements with appropriate bodies. Once again, *ad hoc* solutions become the norm, with the result that many broader problems are never addressed.

Without fundamentally changing the legislation governing Canadian railways, it is unlikely that there will be an easy solution to the local-level problems generated by the growth of intermodal rail business. Although it may be desirable, it is unrealistic to expect that the railways will deviate markedly from their preoccupation with the freight business to consider community concerns. What this means is that future problems will have to be addressed by the municipalities themselves. They will have to play a more active role in anticipating difficulties that will arise from new rail terminals, rather than reacting to individual problems in a piecemeal fashion. Although the legacy of the converted facilities will continue to require attention in the inner-city neighbourhoods of some hub cities, the focus is likely to shift in the coming years to the outer fringes of the metropolitan areas where new terminals may be established. In these regions, local planning bodies may be presented with proposals similar in degree to those currently confronting Vaughan. The scope of these proposals may overwhelm the limited planning resources available in some jurisdictions.

There is a great deal of recent urban planning experience with intermodal facilities in Canada. The problem is that it is fractured and diffuse. It would be extremely useful for a survey to be undertaken that would detail the nature of the planning experiences and outline the issues involved. A case study approach

University School of
Rural Planning and Development



A UNIQUE GRADUATE PROGRAMME INTEGRATING RURAL PLANNING, RURAL DEVELOPMENT AND RESOURCES MANAGEMENT.

- PURSUE STUDIES AND RESEARCH ON CANADIAN AND INTERNATIONAL PLANNING AND DEVELOPMENT ISSUES.
- WORK AT THE LEADING EDGE OF RURAL PLANNING AND DEVELOPMENT PROCESSES.
- EXPAND YOUR CAPABILITIES IN AN ENVIRONMENT OF INTERDISCIPLINARY APPLIED RESEARCH, PROFESSIONAL INTERNSHIPS AND COMMUNITY OUTREACH.
- ACCESS THE ENTIRE UNIVERSITY THROUGH THE UNIVERSITY SCHOOL.
- STRUCTURE YOUR PROGRAMME AROUND A CORE OF BASIC KNOWLEDGE AND PROFESSIONAL SKILLS, TO MEET YOUR NEEDS AND INTERESTS IN SMALLER COMMUNITIES AND RURAL ENVIRONMENTS.
- DEVELOP YOUR POTENTIALS IN THIS UNIQUE, INNOVATIVE AND CHALLENGING COMMUNITY OF PRACTITIONER / ACADEMICS AND (60-70) PROGRESSIVE STUDENTS.
- ACCESS A BROAD RANGE OF FINANCIAL ASSISTANCE OPPORTUNITIES.
- PHONE OR WRITE TO: DAVID J.A. DOUGLAS, M.C.I.P., DIRECTOR, UNIVERSITY SCHOOL OF RURAL PLANNING AND DEVELOPMENT, UNIVERSITY OF GUELPH, GUELPH, ONTARIO N1G 2W1 519-824-4120 (EXT. 3154)



UNIVERSITY of GUELPH

would help focus attention on the practical problems encountered. Potentially, the most useful element of such a survey would be a compilation of planning responses. This would help different authorities across the country work towards developing realistic solutions, and avoid implementing policies that have already proved to be impractical elsewhere.

Conclusion

The urban impacts of rail intermodal facilities are likely to continue to be felt as the system matures. The location of the terminals may shift towards the urban fringe in future, but the potential for conflict continues to exist there as well as in the old inner-city yards. While statutory regulations continue to constrain municipalities in dealing with the railways, old habits of arm's-length relationships with CN and CP are not valid in the intermodal traffic scene. Intermodal terminals generate inevitable impacts on their neighbours. Municipalities must play a more active role in responding to the challenges.

Notes

1. A modified version of this paper was presented at the Annual Meeting of the Canadian Association of Geographers in Edmonton, July 1990.

The author acknowledges the financial support of Transport Canada in this project. The views expressed are those of the author, and do not necessarily reflect those of Transport Canada.

References

Archambault, M. 1987. *Developments in Intermodal Transport in North America.* Ottawa: Transport Canada, TP8848E.

Globe and Mail, March 20, 1990, Section B5.

Goodwin, A. 1986. "Design Consideration for Intermodal Container Transfer Facilities," in Kaplan E., ed., *Facing the Challenge: The Intermodal Terminal of the Future.* New Orleans: Transportation Research Board.

Hayuth, Y. 1987. *Intermodality: Concept and Practice.* Colchester: Lloyds of London Press.

Irish, P. and Dexter, B. 1986. "CP To Relocate Giant Terminal." *Toronto Star,* February 16.

MacDonald, N. 1982. " 'CPR Town:' The City Building Process in Vancouver, 1860-1914," in Stelter, G. and Artibise, A.F., eds., *Shaping the Urban Landscape.* Ottawa: Carleton University Press.

Modern Railroads, 1985. "Stacked Container Trains Take Hold," (April).

Nader, G. 1975. *Cities of Canada,* Vol. 1. Toronto: Macmillan.

O'Connell D.S. 1983. "Railway Relocation and Downtown Redevelopment." *Plan Canada* (April): 21.

Slack, B. 1988. *The Locational Determinants of Inland Load Centres.* Ottawa: Transport Canada, TP9271 E.

_____. 1989. *Site Constraints of Canadian Intermodal Load Centres.* Ottawa: Transport Canada, TP 9817-E.

Town of Vaughan. 1990. *Minutes of Council Committee, Feb. 12th 1990.*

Six big banks back study of high-speed train

Three of Canada's largest banks have joined three French banks to back a $30 million to $50 million study of a high-speed train between Quebec city and Windsor.

An executive of Bombardier Inc. of Montreal said the move is a strong vote of confidence in its proposal to use French train à grand vitesse (TGV) technology in North America.

☐ Impact on Metro/page C8

"You can rest assured that they have done their homework and they believe in the feasibility of the network and the technology," said Pierre MacDonald, vice-president for the TGV project.

MacDonald said he expects the Canadian project will get another boost later this month when a Quebec-Ontario task force sends recommendations to Premiers Bob Rae of Ontario and Robert Bourassa of Quebec.

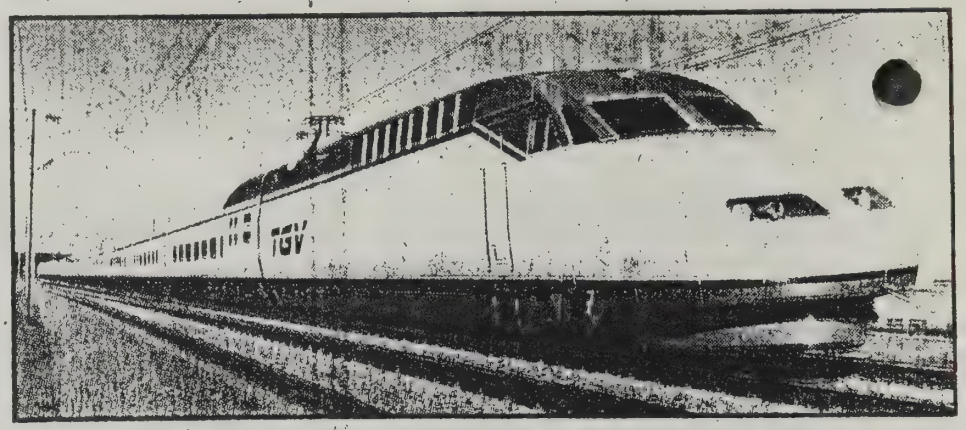
Bombardier wants government funding for half of a detailed economic and engineering study of the TGV proposal, which it says would have major job and technological benefits for Canada.

A quarter of the funds are to come from the bank consortium and a quarter from Bombardier and its industrial partners in the project, including GEC Alsthom, the British-French developer of the TGV.

The bank consortium will include the Royal Bank of Canada, the country's largest bank; Bank of Nova Scotia, fourth largest; and National Bank of Canada, sixth in Canada and largest in Quebec.

The French banks are financiers of the Eurotunnel, in which Bombardier's European subsidiaries are also involved: Banque Indosuez, Crédit Lyonnais and Société Générale.

The federal government has formed a Royal Commission into all modes of travel in Canada since VIA service was cut back drastically. But a final report is not expected until 1992, MacDonald said.



SLEEK DESIGN: An artist shows how Bombardier's high-speed train would look.

Bombardier has calculated that a construction project over five to seven years would create the equivalent of a year's work for 125,000 people, with 65 per cent of it in Ontario.

Beyond that, MacDonald said there would be the permanent jobs resulting from the transfer of the European technology to North America, where Quebec-Windsor is only one of 23 densely populated corridors that could be served by a TGV.

Metro weighs pros and cons of plan for high-speed train

By Jim Byers
TORONTO STAR

A proposed Ontario-Quebec high-speed train would ease Pearson airport's burden and reduce air pollution but it might be a bad economic deal for Metro, a report says.

Not only might it be too expensive but the train could hurt Metro's largest industrial employer, the de Havilland division of Boeing Canada, which makes aircraft ideally suited to short flights in the Ontario-Quebec market, the Metro Toronto staff report says.

"I don't think it's clear yet that it (the train) is warranted," Metro economic development director Don Baxter said in an interview. "At first blush there are big problems and big attractions."

A task force set up by the Premiers of Ontario and Quebec in 1989 is studying the idea of a high-speed train in the Quebec city-Windsor corridor. It tentatively endorsed the idea earlier this week and suggested a feasibility study.

In preparing a possible Metro response, Baxter has written a discussion paper that gives a "very general and preliminary" review of what the project would mean for the Metro economy.

The major benefits would be less air and noise pollution as a result of reduced airport traffic, as well as reduced congestion and maintenance costs at Pearson, he wrote.

The Metro board of trade recently estimated that congestion at Pearson costs area business upwards of $750,000 a day, "as well as wasting thousands of work hours," Baxter wrote.

But the report said a high-speed rail link has many uncertainties, including the cost.

The task force is studying the market but previous studies seem to show there simply aren't enough people in the Toronto-Montreal-Ottawa triangle to justify the train, which could cost more than $5 billion.

Even if the market did exist, train operators might not be able to compete economically with airlines or road travel, the report said.

Hamilton Spectator.

5

Toronto-to-Niagara ferry under study

TORONTO — A ferry service to take commuters from downtown Toronto to the Niagara Peninsula in an hour is being analyzed as part of a provincially-sponsored study.

The idea was proposed by private consultants who got backing for their study from Ontario's Transportation Ministry and the Toronto Harbor Commission.

If it floats, one route would be offered from Toronto using two craft operating two morning and evening rush-hour runs, the project manager said yesterday.

Hovercraft, hydrofoils, catamarans and dual-hull craft with pontoons are among the ferries that could be used. Most carry 200-300 passengers.

The service could start by spring 1992.

From Canadian Press

Friday February 22, 1991.

PIER 4 PARK

PUBLIC MEETING

WEDNESDAY, 1991 FEBRUARY 20

7:00 P.M.

At its meeting held 1991 January 29, Hamilton City Council approved the following resolution:

a) **That the Pier 4 Park Redevelopment and Boat Launch Concept Plan, Schedule 'A' (reverse side) be endorsed such that this concept plan may proceed to an open house meeting to receive public input to finalize the plan.**

The purpose of tonight's meeting is to present our concept plan for the Pier 4 Park and the public Boat Launch and to receive your input towards finalizing this Plan.

Following the presentation by City staff there will be an opportunity for you to present your comments and questions. Should you prefer, add your comments in the space provided below and either leave them with us tonight or, mail them to the Waterfront Project Co-ordinator, Public Works Department at 71 Main Street West, Hamilton, Ontario, L8N 3T4

Name:
Address:
Phone #:

Comments:

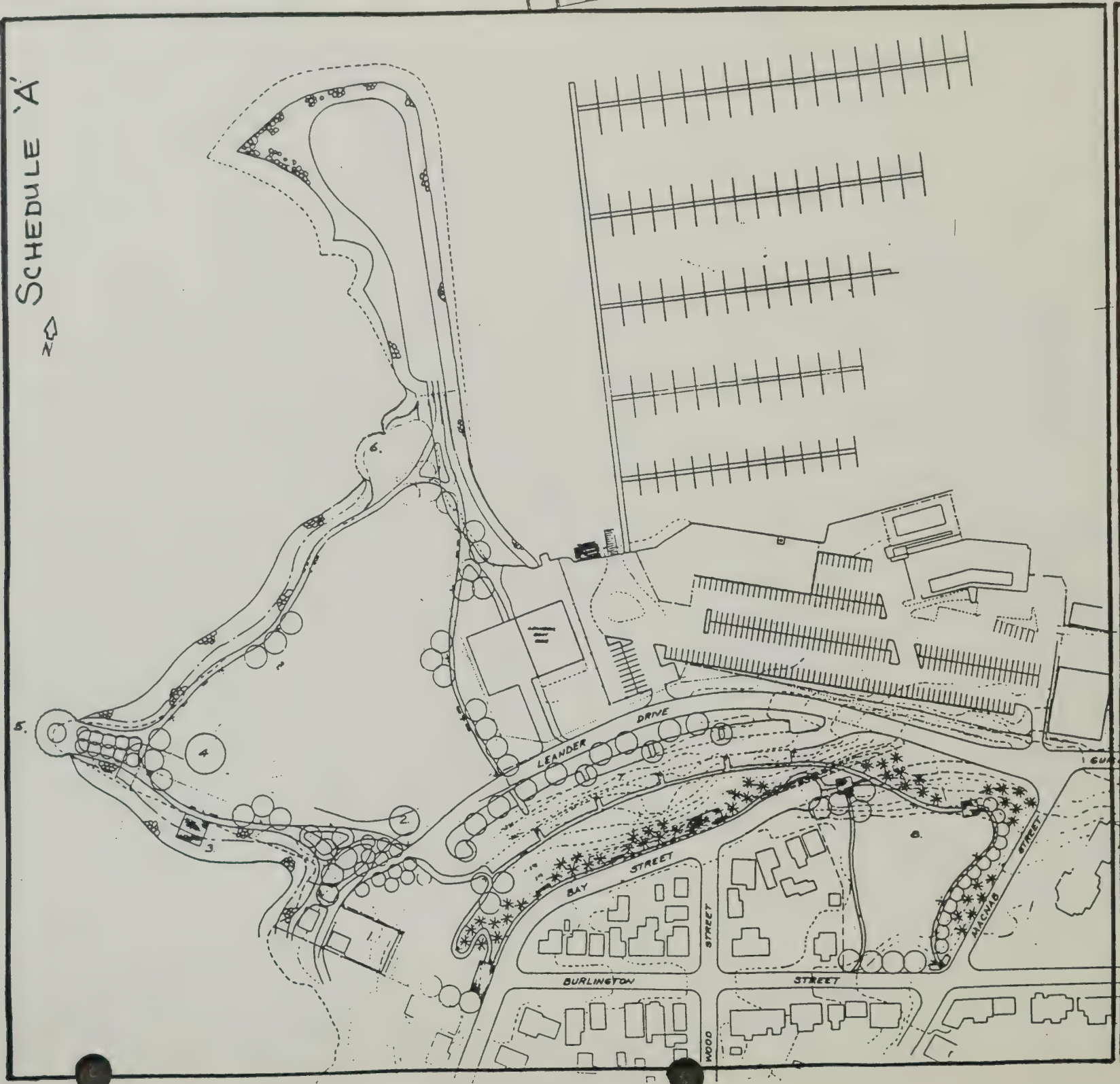
Note: Please feel free to use Schedule 'A' (reverse side) to sketch any details you wish.

Kevin C. Christenson
Waterfront Project Co-ordinator
(416) 546-2762

Christopher Firth-Eagland
Co-ordinator Parks Development
(416) 546-2465

SCHEDULE 'A'

N



LEGEND

1. HAMILTON BAY SAILING CLUB
2. WASHROOMS
3. PROPOSED DOCK
4. PLAYSTRUCTURE AREA
5. VIEWING AREA
6. SITTING AREA
7. PARKING LOT (105 CARS)
8. BAYVIEW PARK

- PATHWAY
- LOOKOUTS
- LIGHTS
- BENCH
- ARMOUR STONE
- SHEET PILE
- LARGE DECIDUOUS TREE
- SMALL DECIDUOUS TREE
- CONIFEROUS TREE

DEPARTMENT OF PUBLIC WORKS
PARKS DIVISION

PIER 4 PARK

DEVELOPMENT CONCEPT

SCALE: 1"=50'

OCTOBER 1990

capic

CENTRAL AREA PLAN IMPLEMENTATION COMMITTEE

a Subcommittee of the Planning and Development Committee

c/o CITY HALL, 71 MAIN STREET WEST, HAMILTON, ONTARIO, L8N 3T4

URBAN/MUNICIPAL
CA4 ON HBL AOS
C 51P4C
1991

URBAN MUNICIPAL
GOVERNMENT DOCUMENTS

NOTICE OF MEETING

April 12, 1991

9:00 a.m.

Room 233, Hamilton City Hall

for Mary Domagala
David Godley, CAPIC Co-ordinator
(546-4229)

AGENDA

1. Chairperson's Remarks
2. Members' Reports (two minutes maximum)
3. 1991 Work Program (attached) - Charles Forsyth
4. Subcommittees
    a) Public Participation - Maggie Fischbuch
    b) Neighbourhood Conservation and Maintenance - Mary Domagala
    c) Transportation - Mary Domagala
5. Development Activity Update - Mary Domagala
6. Loading Docks in the Central Area - Vladimir Matus
7. Information Items
8. Other Business
    - Summer Tour of Pier 4 Park
    - Urban Design Committee

8. Other Business

- Summer Tour of Pier 4 Park
- Urban Design Committee
- Terms of Reference for Regional Transportation Study
- Terms of Reference for Task Forces
- Combination of Central and Beasley Neighbourhoods for planning purposes
- GO Transit - Environmental Assessment

Next Meeting May 10, 1991

capic

CENTRAL AREA PLAN IMPLEMENTATION COMMITTEE

a Subcommittee of the Planning and Development Committee

c/o CITY HALL, 71 MAIN STREET WEST, HAMILTON, ONTARIO, L8N 3T4

MINUTES

CENTRAL AREA PLAN IMPLEMENTATION COMMITTEE

City Hall, Room 233

February 22, 1991

MEMBERS ATTENDING

Charles Forsyth - Chairperson	Citizen Member
Russell Elman - Vice Chairperson	Durand Neighbourhood Association
Art Lomax	Hamilton Automobile Association
Gloria DeSantis	Social Planning and Research Council
Bruce Rankin	Hamilton Society of Architects
Gil Simmons	North End Neighbourhoods
John Eyles	McMaster University
John Nolan	Past Vice-Chairperson
Gabriel Etele	Downtown BIA
Anne Stewart	Hamilton Board of Education
Ozzie Ferguson	United Senior Citizens of Ontario

REGRETS

Kay Nolan	Separate School Board
Marvin Wasserman	King East Business Association
Helen Nemeth	Beasley Neighbourhood
Andrew Mackenzie	Hamilton and District Labour Council
Mark Boyak	Hamilton Real Estate Board
Maggie Fischbuch	Citizen Member

STAFF

David Godley (Co-ordinator)	Local Planning
Mary Domagala (Secretary)	Local Planning
Vanessa Grupe	Local Planning
Vladimir Matus	Local Planning
Luciano Piccioni	Regional Planning
Nina Chapple	Local Planning
Vanessa Grupe	Local Planning
Mike Trink	Traffic
Phil Hooker	Law Department
Dennis Carson	Mayor's Office
Tom Bradley	Treasury

Bob Chrystian	Public Works
Jan Pacey	Public Works
Peter Baker	Parking Authority

OTHERS

Paul Johanssen	GO Transit
Norbert Sebris	GO Transit
David McCann	C.C. Parker
John Mokrycke	LACAC
Ollie Thomson	Chamber of Commerce
Jim McDowell	Chamber of Commerce
Mary Pocius	International Village BIA
Gerry Kennedy	Hamilton Real Estate Board

1. Chairperson's Remarks

1. The Chairperson welcomed all in attendance.

2. Minutes of Previous Meeting

2. Art Lomax stated that corrections were necessary in the attendance listing for the meetings of January 25th and January 11th. He was present for the meeting held on the 25th but not present for the meeting held 8th. Gloria DeSantis indicated that on the minutes of January 11th, point #9, the words, "for example" should precede the sentence. The minutes were adopted as amended. Moved by John Eyles, seconded by Gloria DeSantis and carried.

4. Presentation by GO Transit

3. Charles Forsyth suggested that members reports be postponed until after the presentation by GO officials. Mr. Paul Johannsen provided an overview of the Aldershot to Hamilton Expansion Program. Some of the key points included:

a. Timing of Station Completion and Level of Train Service

The Aldershot Station will open early in 1992 at which time full service will be expanded to the Fairview Station. It will only serve as an online station and not a terminus. Only three trains in the morning and three trains in the early evening will be going to the Aldershot Station at the outset because CN will not allow full service until the extension to Hamilton has been completed. The Hamilton GO Centre (at the TH&B) is expected to be completed by late 1993. At first, the existing 3 + 3 trains will be using the new station. By late 1996 this will be expanded to 6 + 6 and in late 1999 the service will be 10 + 10.

b. Cost of Increasing Service

The cost of increasing service to 1999 to accommodate 10 + 10 train service will be $120 million. This will be separated into two phases. The cost of Phase 1 will be $35 million and the cost of Phase two will be the balance ($65 million).

c. Parking and Other Facilities

The Aldershot Station will be fully wheel chair accessible. It will have separate parking for VIA passengers using the station at off-peak times. The proposed TH&B station will not have any parking for GO users.

d. Multi-modal Service

The level of GO service will not decrease from what is in place. Once train service increases, buses will only be used to fill in the gaps between trains. While technically it would be possible to run three trains from the CN station and three from the TH&B station, it could not be operationalized since it would involve the complexity of dealing with two railways.

e. Broad Transportation Planning Issues

In the past, GO Transit as a commuter operation would react to needs as they arose. However, that has changed and now the emphasis on expanding all lines to full service. The Ministry of Transportation plans beyond GO. They look at the wider transportation planning issues, including highways.

f. The TH&B Site in Hamilton

A draft report is currently being prepared by GO with C.C. Parker on the TH&B site. Presently the site is owned by CP and GO Transit will enter negotiations to purchase it. According to the schedule, the design phase will be completed at the end of 1991 with construction beginning in early 1992 and the station should open in late 1993 or early 1994. Early plans call for stairs leading from John and James Streets to serve HSR passengers. GO Transit would like to acquire the right-of-way to Beckley Street so the area behind the station could be used for 16 bus bays and the extra space would allow buses to move in an out from the area. Bus access would be from James Street and exiting onto John Street. GO is planning on restoring the office tower and leasing the office space. Short term parking will be provided at the front of the station for BPX and Kiss and Ride. With respect to issues related to the CBD study (i.e. special areas around the station, walkways, pedestrian flows on Hughson Street etc.) GO Transit has to date, only been in touch technical people such as planners and engineers. They hope that these types of concerns will be brought to them from the CBD Study people through the Department.

g. Public Process

The Environmental Assessment has been submitted to the Ministry of the Environment. It is currently being circulated. There is a public meeting scheduled at the March 6 meeting of the Economic Development and Planning Committee to present current plans. When the time comes to close Beckley Street, the regular public process will be followed. In terms of a role for CAPIC, there will be an opportunity for CAPIC to input through the Planning and Development Department.

3. Members' Reports

5. John Eyles mentioned that the Citizen's Forum will be coming to Hamilton.

6. Russel Elman talked about neighbourhood preservation policies and that they exist in the Durand Neighbourhood Plan. Therefore, there is no need to reinvent the wheel. What is needed is the examination of linkages between different levels of government and the interior process within the City. Perhaps the subcommittee looking at neighbourhood preservation could also look into linkages with CAPIC? David Godley mentioned that one of CAPIC's roles, as per the terms of reference, is to coordinate initiatives in the Central Area. He mentioned that Staff is examining formal coordination between committees. Charles Forsyth indicated that it is difficult to coordinate when CAPIC is not made aware of happenings. Russel Elman added that CAPIC should identify topics that they need to be informed about.

7. On the same subject, Charles Forsyth suggested that CAPIC regularly go to P&D with update reports (i.e. quarterly). The work of the neighbourhood preservation subcommittee should be examined to include coordination.

(ACTION MARY DOMAGALA)

8. Gil Simmons talked about the public meeting on Pier Four Park and how impressed she was with the presentation. Gil suggested a summer tour of Pier Four Park.

(ACTION MARY DOMAGALA)

9. Ozzie Ferguson inquired whether CAPIC had interest in any other area of the City aside form the Central Area. David Godley replied yes, if it impacts the Central Area in any way. Discussion ensued on transportation issues affecting seniors and the HSR, in general. Russel Elman indicated that perhaps CAPIC could have a presentation from HSR at a future date.

10. Charles Forsyth brought up the issue of the Terms of Reference for the Regional Transportation Study. CAPIC should remind P&D that they put forth a recommendation earlier. David Godley, Charles Forsyth and Mary Domagala will work on a report to present to P&D on this subject.

(ACTION - MARY DOMAGALA)

11. John Eyles enquired about the Sustainable Development Task Force and whether they would like to present to CAPIC. Gil Simmons mentioned that there really was not much happening. Charles Forsyth suggested we ask Mark Hornell, the staff coordinator, to share the Task Force's Terms of Reference and a provide CAPIC with a one page summary of happenings. Gil Simmons added that Terms of Reference of other Task Forces be obtained also.

(ACTION - MARY DOMAGALA)

12. Art Lomax suggested that Gil Simmons should represent CAPIC on the Adhoc Committee for the CN Rail Station Russel Elman and himself serving as alternates.

13. Gloria DeSantis mentioned that the SPRC has a subcommittee which is concerned with the Regional Transportation Plan and they are aware that CAPIC is also asking for it.

14. The meeting adjourned at 12:10 p.m.

capic

CENTRAL AREA PLAN IMPLEMENTATION COMMITTEE

a Subcommittee of the Planning and Development Committee

c/o CITY HALL, 71 MAIN STREET WEST, HAMILTON, ONTARIO, L8N 3T4

MINUTES

CENTRAL AREA PLAN IMPLEMENTATION COMMITTEE

City Hall, Room 219

Friday March 8, 1991

MEMBERS ATTENDING

Charles Forsyth - Chairperson	Citizen Member
Russell Elman - Vice Chairperson	Durand Neighbourhood Association
Alderman McCulloch	Alderman Ward 2
Art Lomax	Hamilton Automobile Association
Gloria DeSantis	Social Planning and Research Council
Gil Simmons	North End Neighbourhoods
John Nolan	Past Vice-Chairperson
Gabriel Etele	Downtown BIA
Ozzie Ferguson	United Senior Citizens of Ontario
Helen Nemeth	Beasley Neighbourhood
Bob Sutton	Hamilton and District Labour Council
Mary Pocius	International Village BIA

REGRETS

Kay Nolan	Separate School Board
John Eyles	McMaster University
Ann Stewart	Hamilton Board of Education
Bruce Rankin	Hamilton Society of Architects
Mark Boyak	Hamilton Real Estate Board
Maggie Fischbuch	Citizen Member

STAFF AND OTHERS

David Godley (Co-ordinator)	Local Planning
Mary Domagala (Secretary)	Local Planning
Vladimir Matus	Local Planning
John Sakala	Local Planning
Marnie Fera	Local Planning
Pamela Sopp	Local Planning
Mark Bekkering	Regional Planning

Kevin Christenson	Public Works
Jacqueling McNeilly	Public Works
Danny Dube	Public Works
Reg Meiers	Regional Engineering
Ernie Seager	Crystal Palace
Don Muir	Crystal Palace
Alan Bowler	Crystal Palace
Fred Vermeulen	Urban Design Committee (Chairperson)
Marianne Mokrycke	Urban Design Committee

1. Chairperson's Remarks

1. Charles Forsyth called the meeting to order. Due to the short period of time lapsed between the last meeting and today, the minutes were not available.

2. Members' Reports

2. There were no members reports.

3. Crystal Palace Committee

3. Ernie Seager clarified that he was there from the Crystal Palace Committee and not the Mayor's Adhoc Committee as indicated on the agenda. He indicated that at Parks and Recreation Committee a motion was passed that Commonwealth Square be the preferred location for the Crystal Palace. One Million dollars will be allocated by the City for the project in 1992 and the Committee will solicit the remainder of funds from other groups.

4. Russel Elman asked what the size of the structure would be in relation to the surrounding buildings; what the building will be used for; the dimensions of the building; whether having fewer uses would be more appropriate so as not to clutter the site; and whether the Art Gallery would be extended into the Commonwealth Square.

5. Alan Bowler responded that the Commonwealth Square site was 3 1/2 Acres. Three acres can support a two storey structure. The structure will serve to tie together the surrounding facilities. The details of the physical structure have not been worked out but an architect will be hired. The Crystal Palace is intended as a floral showcase and will be developed in cooperation with the Royal Botanical Gardens. Careful thought will be given so as not to duplicate other services such as restaurants.

6. Discussion ensued on the subject of +15 in relation to the Crystal Palace. Will there be a +15 connection to City Hall (i.e. building over Main Street)? Did the Baird/Sampson report address the +15 policies in the City's Official Plan?

7. The Baird/Sampson report dealt only with siting the Crystal Palace and not details such as +15. Some thought has been given to connect the Crystal Palace with Copps Coliseum. The +15 concept was raised by Charles Forsyth at the Mayor's Adhoc Committee and was noted.

The Crystal Palace Committee is still struggling with issues such as financing and publicity. Fred Vermeulen said that the Urban Design Committee is interested in how the Crystal Palace will fit into the City and with +15 policies. The Urban Design Committee would be glad to provide input in assisting with Terms of Reference for the Crystal Palace. CAPIC would also like to be kept abreast of happenings with the Crystal Palace. Information will be exchanged amongst staff to ensure that updates are provided via information bulletins to CAPIC. Russell Elman moved that the mandate of the Urban Design Committee be clarified to include coordination of the urban design aspects of interconnection between civic buildings. Seconded by Gil Simmons. Carried

(ACTION - MARY DOMAGALA)

4. Central and Beasley Neighbourhoods - Update on Initiatives

a) Ferguson Avenue Study

8. Jacqueline McNeilly of Public Works provided an update on the status of the Ferguson Avenue Study. She presented a slide show illustrating various aspects along the stretch of Ferguson Avenue. Basically, a connection between Sam Lawrence Park and Eastwood Park with an extension east to Pier Four Park is proposed.

b) Removal of Ferguson Avenue Tracks

9. Reg Meiers provided an overview of the track removal plans from Barton Street to Stonechurch Road. This will happen over three years. The tracks are to be given to the railway in exchange for the City receiving the road allowance.

10. A number of questions arose on this subject. Can some minor cleanup be started before the Study to let citizens know that something will actually take place? Doug Wallace mentioned that it would not take much to do something with impact between Main Street and J. Edgar Davey School.

11. Gil Simmons inquired whether it would be possible to keep a portion of the track since it's part of Hamilton's history? Reg Meiers responded that it is possible but he was not sure exactly where this could be done.

12. Discussion ensued about the CN land between King and Main Streets.

13. Charles Forsyth summarized the discussion as follows:

    a) The Ferguson Avenue Study Committee should remain active even though funding will not be available for a while. The Committee should identify characteristics of the area and conduct background work that can be presented to the consultant. For example, the street should be divided into phases such as Main to King or Wilson to King William.

b) A recommendation should be forwarded to Planning and Development Commitee requesting the City to purchase the land between King and Main Streets to allow for uninterrupted continuation of the Ferguson Avenue redevelopment.

c) General cleanup of Ferguson Avenue should be initiated.

(ACTIONS - MARY DOMAGALA)

c) Central/Beasley PRIDE

14. Danny Dube reported that the PRIDE project was on schedule. The Community Improvement Plan is to be presented before the Planning and Development Committee on April 8. The Citizen's Advisory Committee is meeting effectively.

15. Discussion on the subject followed. Russel Elman suggested that the committee could build on the work of the Durand Neighbourhood Plan Implementation Committee. Perhaps Central and Beasley Neighbourhoods could be combined for planning purposes and this neighbourhood planning process be given priority to take advantage of the tremendous community interest. A report will be prepared for the Planning and Development Committee.

(ACTION - MARY DOMAGALA)

d) CN Rail Station

16. David Godley reported that Council passed the recommendation to establish an adhoc committee to examine the future uses of the CN Station. The Department is waiting for a reply from CN and then a meeting with Alderman McCulloch will take place to determine how best to proceed.

5. Other Business

17. Discussions took place on a number of subjects including:

a) Helen Nemeth wanted to know what was happening at 180 Wilson.

(ACTION - JOHN SAKALA)

b) Charles Forsyth inquired about developments in the Central Area, zoning and what types of commitments were in place. An update will be given at the next meeting.

c) Gil Simmons asked about PARCIL and whether it could answer these types of questions.

d) Alderman McCulloch mentioned he had an update of construction in the City that could be brought forth to CAPIC.

(ACTIONS - MARY DOMAGALA)

M.D.:NS

capic

3

CENTRAL AREA PLAN IMPLEMENTATION COMMITTEE

a Subcommittee of the Planning and Development Committee

c/o CITY HALL, 71 MAIN STREET WEST, HAMILTON, ONTARIO, L8N 3T4

PROPOSED 1991 WORK PROGRAM

FOR DISCUSSION ONLY

The 1991 Work Program has been designed (subject to comments) to incorporate previous ideas that were put forth by CAPIC members and by amalgamating 'pending items' from the previous year. Undertaking this exercise has resulted in the creation of a number of 'Issue Areas' which consist of several related matters. By using this approach it is possible to discuss a number of related SUBJECTS within the umbrella of a broader context. Thus, it will be possible to address matters keeping in mind their inter-relationships. The following Issue Areas have been compiled thus far.

1. Public Participation

Within the context of public participation the following subjects may be addressed:

a) Public Participation in Planning - What are the philosophies; how is public participation currently being treated in the City of Hamilton, especially in the Neighbourhoods Section?

b) Information Systems - Given the increased information demands from a more informed public, how can we respond?

c) Foundation Funding - What type of Foundation Funding can be sought to help with public participation endeavours such as 'pilot projects'?

2. Sustainable Development and Healthy Cities

This issue area is very broad and can serve as the context to discuss and number of matters:

a) What do sustainable development and healthy city movements mean for the Central Area?

b) Urban Values and the Central Area Plan - Review the values and/or guiding principles as they are spelled out in the Central Area Plan. Do these values coincide with philosophies of sustainable development and healthy cities? Is CAPIC applying the values of the Central Area Plan to its actions? Are CAPIC'S values evident in its public image (i.e. actions, decisions, CAPIC brochure)? Is there potential for a CAPIC mission statement based on these principles?

c) Waterfront - Are the issues confronting the waterfront being handled within a sustainable development context, especially in the Central Area? Continue discussion of the Crombie Commission and its recommendations.

d) Housing - How can sustainable development and healthy cities principles be applied to housing in the Central Area? Are amendments to the Central Area Plan needed to encourage higher density housing? Possible presentation by Richard Gilbert on Sustainable Development for Housing in conjunction with the SD Task Force.

3. Transportation Issues in the Central Area

a) The Regional Transportation Study - When will Terms of Reference be available for comment?

b) GO Station in Downtown Hamilton - What has been the progress of this development?

c) Perimeter Road Study - Remain involved and informed in this Study.

d) Truck Routes - Consider changes in truck routes.

4. Residential Neighbourhood Issues

Residential neighbourhood issues may include N.E.C. Control Areas, zoning for institutional uses and the rezoning in Durand.

5. Continuation of CBD Study

Topics to address include urban design issues, +15, building envelopes, planning design briefs, streetscaping, "Vision of Britain" (Prince Charles) presentation.

4

Recent Special Purpose Subcommittees Formed by CAPIC

1. Subcommittee on Public Participation - formed as a result of meeting held on January 11, 1991 to discus public participation issues. At that meeting it was decided to form this subcommittee so that a report on the subject could be prepared for Planning and Development Committee. Essentially, the types and modes of public participation for thee Central Area need to be articulated.

Members - Gloria DeSantis, Gil Simmons, Maggie Fischbuch, Gabriele Etele and Charles Forsyth.

2. Subcommittee on Neighbourhood Conservation and Maintenance - formed at CAPIC meeting held on January 11, 1991 as a result of discussion on adaptive re-use of older buildings. The Central Area Plan Policies are to be reviewed to identify ways in which neighbourhood preservation is addressed. After discussion at subsequent meetings another function was added to this subcommittee, that being co-ordination. As part of co-ordination, it is important to have good information flows to CAPIC. This leads to effective policy making for the Central Area Neighbourhoods.

Staff are currently reviewing all committees that the Planning and Development Department co-ordinates and serves. To date, more linkages between committees have been established through increased sharing of minutes and informal discussions amongst staff as to happenings at committee meetings. Further work by staff, on co-ordination is currently taking place.

Members - Gil Simmons, John Nolan and Russell Elman.

3. Subcommittee on Transportation Policies in Central Area - formed at special meeting of CAPIC to discuss CN Rail Station on February 22, 1991.

Members - none appointed at this time.

OFFICE OF THE CLERK
The Regional Municipality of Niagara
2201 St. David's Road, P.O. Box 1042
Thorold, Ontario L2V 4T7
Telephone: (416) 685-1571

7

February 19, 1991

The Honourable Doug Lewis
Minister of Transport - Canada
Room 2155
House of Commons
Ottawa, Ontario
K1A 0A6

Dear Mr. Minister:

The Council of the Regional Municipality of Niagara at its meeting of February 7, 1991, endorsed the following resolution:

"WHEREAS VIA Rail recently announced the abandonment of its current Hamilton and Dundas train stations; and

WHEREAS the relocation of these two stations to a far less centrally located station inevitable will reduce ridership on this line; and

WHEREAS a decline in Hamilton-Wentworth riders' use of passenger trains inevitably will result in further cutbacks in VIA service to Niagara;

THEREFORE BE IT RESOLVED that this Council call upon VIA to retain its passenger service to downtown Hamilton and to maintain and increase service to Niagara, and

BE IT FURTHER RESOLVED that this Council inform the Federal Minister of Transportation, the five local Members of Parliament, the Council of the Regional Municipality of Hamilton-Wentworth, and the Transportation Niagara Steering Committee, of its position."

Regional Council is seriously concerned about proposed cutbacks by VIA Rail and respectfully requests your favourable consideration of the above resolution.

..../2

By copy of this letter, we are advising our local Members of Parliament, the Regional Municipality of Hamilton-Wentworth, and the Transportation Niagara Steering Committee, of Councils' position in this matter.

Yours truly,

Sandra M Dougall

Sandra McDougall
Deputy Clerk

/km

cc: As Noted Above

DOMAGALA

CENTRAL/BEASLEY CITIZENS ADVISORY COMMITTEE

NOTICE OF MEETING

1991 MARCH 27

7:00 P.M.

PLANNING AND DEVELOPMENT DEPARTMENT LIBRARY - 7TH FLOOR, CITY HALL

A G E N D A

1. Minutes of 1991 March 20

2. Announcements
   a) Department Realignment
   b) Staff Change

3. Agenda Review

(Subject to Review)

4. Neighbourhood Association Steering Committee Report minutes

5. Old Business
   a) Lockewood Motors and Comment from the Real Estate Division of the Property Department
   b) Perimeter Road - Information 'A'
   c) Cancord Site Lease Conditions - Comment from the Real Estate Division
   d) St. Joseph's Church and School Pathway - Ownership
   e) Lands South of Robert's Village - Ownership 'B'
   f) Beasley Park Buildings Demolition - Schedule
   g) Gore Park Fountain(s) - Whereabouts -
   h) Community Centre for Beasley Neighbourhood - Investigation
   i) Beasley Park Hydro - Readings
   j) Air Quality k) McLaren Park. l) Beasley Park

6. New Business

7. Next Meeting, Chairperson
   The next meeting is scheduled for 1991 April 10, 7:00 p.m. at City Hall. The Consultants will be present.

8. Community Improvement Plan Public Meeting
   The Community Improvement Plan Public Meeting is scheduled for 1991 April 08 in Room 264 at City Hall.

9. Adjournment

CENTRAL/BEASLEY CITIZENS ADVISORY COMMITTEE

MINUTES OF MEETING

1991 MARCH 20

7:00 P.M.

AMITY GOODWILL

PRESENT:	**D. Ducharme**	**Chairperson**
	Alderman Agro	
	Father Smith	
	D. Wallace	
	A. Raymond	
	H. Bluscke	
	J. Drake	
	S. Habensus	
	P. Fam	
ALSO PRESENT:	**V. Ford**	**Design Consultant**
	D. Talves	**Design Consultant**
	J. McNeilly	**Public Works/Streets and San.**
	D. Dube	**Public Works/Streets and San.**
ABSENT:	**D. Bursey**	
	G. D'Aurelio	
	E. Ward	
	J. Macaluso	
	V. Piccolotto	
	M. Karl	
	A. Verrall	
REGRETS:	**Alderman McCulloch**	

1. <u>Minutes of Meeting Held 1991 March 06</u>

The following amendments were noted:

The requested new member list was omitted from the last minutes.

ACTION: D. Dube to forward a revised membership list to the Committee.

Page 2, Item 4(c), that the Committee <u>was advised it</u> would cost fifteen thousand dollars ($15,000.) to move the air quality testing station within Beasley Park.

Page 3, Item 5, the middle of the page, A. Raymond sees McLaren and Beasley Parks both as <u>neighbourhood</u> (not active) parks.

Page 3, Item 5, the middle of the page, H. Bluscke would like <u>not</u> to see a diagonal pathway in Beasley Park.

Page 3, Item 5, Father Smith noted he said to make Beasley <u>largely</u> a passive park.

...../2

S. Habensus said the following was omitted that the McLaren site trade itself off to Lockewood for parking.

Page 3, Item 5, bottom of the page, P. Fam made the following: either (Beasley Park or McLaren Park receive a spray pool).

Page 4, top of the page, D. Wallace wanted added that the lease agreement could be drawn up now for the site with Cancord Inc.

Page 4, near the top of the page, J. Drake would like added that Beasley Park be seeded and no asphalt pathways.

It was MOVED by D. Wallace, SECONDED by J. Drake to accept the Minutes as amended. CARRIED.

At this time, D. Ducharme welcomed Alderman Agro. Alderman Agro sent regrets for Alderman McCulloch as he was at another meeting. He also said that as he serves on the Transportation and Environment Committee that this group could address traffic concerns to the Transport and Environment Committee for examinations.

2. Sub-Committee Report

J. Drake read the Minutes of 1991 March 12 and requested they be appended to the Minutes (attached as 'A').

D. Ducharme said early Committee meetings involve P.R.I.D.E. and Neighbourhood Association issues. Now the Committee and the Neighbourhood Association will attempt to focus on its proper issues. (Note: Subsequently, the Sub-Committee's 1991 March 19 Minutes were provided, therefore, they are attached as 'B').

3. Old Business

a) Ferguson Avenue

J. McNeilly reported that she did a perspective presentation at the CAPIC Meeting of 1991 March 08. It included the demolition and construction of Ferguson Avenue to commence in 1994. Members of CAPIC indicated they would appreciate something to show sooner. It was suggested that a sub-committee get involved with the Ferguson Avenue Review Team to monitor development consideration.

At that meeting, present from this Committee were D. Wallace, Father Smith, S. Habensus and A. Raymond. The Review Team is currently considering keeping a portion of the tracks for nostalgia purposes; to acquire land between Main and King Streets. At present the priority has been determined between King and Cannon Streets.

...../3

A. Raymond inquired if the Neighbourhood Association could get help from the Durand Association. J. Drake reported he has already approached them and has received positive feedback in helping to get this Neighbourhood Association started.

J. Drake inquired why not consider expanding Beasley Park to Ferguson Avenue involving the expropriation of Lockewood. J. Drake then quoted the following from the Central Area Implementation Strategy:

Page 6-Mixed Use and Mixed Industrial/Commercial Uses
No. 6-City Council will consider various measures to encourage relocation of unsuitable industrial uses such as site selection, financial aid and/or compensation or acquisition of property.

Page 9-Parks Use
No. 3- City Council will make budget provisions for park acquisition and development in the Central Area.

Page 23-Compactability of Uses
No. 7-City Council will zone undesirable industrial uses as non-conforming.

Alderman Agro asked about the proposed Maurice Carter Site Development. J. McNeilly said no formal application has been made, including a zoning application. Only discussions has occurred about the site.

Alderman Agro suggested that the Committee not restrict itself to P.R.I.D.E. Projects only. If need be Council can attempt to look for additional monies as done in other P.R.I.D.E. areas (Corktown Stinson). At this time, J. McNeilly raised a question of concern by the Committee of the Community Improvement Plan. The Plan is not concrete and can be amended at any time. D. Wallace reflected that projects like these do not seem to move quickly enough for the general public. Regarding the acquisition of Lockewood Motors, J. McNeilly recommended that the Committee put forth a recommendation to CAPIC for considerations, as well, to not limit the project to identified sites and to examine abutting uses.

Alderman Agro said to be careful in identifying too many issues. That focus should be set on priority needs. It was suggested that perhaps that Lockewood Motors should be reviewed immediately with the Real Estate Division of the Property Department. J. Drake noted that he does not wish to put anyone out of business.

It was MOVED by J. Drake, SECONDED by Father Smith that as a top priority the Central/Beasley Citizens Advisory Committee request that the City investigate the feasibility of acquiring the entire Lockewood Motor's properties on both sides of Ferguson Avenue North near Cannon Street for relocation to an alternative site i.e. the vacant lands at the northwest corner of Ferrie Street and Victoria Avenue (attached 'C'), thereby making greenspace zoned lands available and;

...../4

That this recommendation be forwarded to CAPIC, DAPCOM the Property Department, Parks Division and the Real Estate Division of the Property Department in that the respective departments and committees investigate and report, CARRIED.

b) Cancord Inc. Site

D. Dube reviewed the correspondence received from Cancord Inc. He generally reviewed the conditions for leasing the site for a passive park development. It was agreed that he would review these conditions with the appropriate staff. It was MOVED by J. Drake and SECONDED by D. Wallace that the Community Improvement Plan. No. 2.2.3 be changed to investigate feasibility of building passive park behind 195 Elgin (Cancord Inc.), CARRIED.

D. Ducharme was worried about acquiring a ten-year lease only. J. McNeilly said that we should deal with the conceptual concepts only.

How the perimeter road may affect the design of this potential site was questioned.

ACTION: D. Dube to acquire Perimeter Road information.

D. Dube then reported on the Traffic Department's response to crosswalk identification at Murray and Mary Streets. (copy 'D' attached) They will paint crosswalk lines at Murray and Mary Streets and as conceptual designs become available they would be pleased to review further traffic amenities i.e. appropriate signage.

c) McLaren Park

D. Dube reported that he had yet to receive the written information but was informed verbally that McLaren Park does not pose any traffic concerns. He was informed that two collisions had occurred in the past five years only and that was very low given the amount of traffic on John Street.

Regarding pedestrian cross overs, the Traffic Department was preparing a report for the Transportation and Environment Committee which will be available in about two months time. It stems from studies of Toronto's pedestrian cross overs. He informed D. Dube that pedestrian accidents occur mostly in pedestrian cross overs as he has come to understand in Toronto.

Alderman Agro would like to receive the Traffic Department's written reply.

ACTION: D. Dube to provide Alderman Agro with a copy of the Traffic Department's response.

...../5

D. Wallace noted that this could be a good undertaking for the Association. Subsequently, D. Dube has received the response from the Traffic Department (attached as 'E').

d) St. Joseph's Church and School

The pathway was reviewed here with respect to lighting and buffering. It came to question of the proper ownership of the lands.

ACTION: D. Dube to investigate ownership of pathway lands.

e) Design Consultant's Report/Concept Designs

V. Ford presented that this was to be considered a start and desired input from the Committee. They (Consultants) reviewed the physical needs of the neighbourhood. They have spent the time acquiring information, surveys, reviewing the questionnaires, all minutes and reading. They were looking at the neighbourhood as a whole and analyzing same. An attempt has been made to combine the Committee's idea with their own. An attempt has been made for a balance of uses and interests. All cannot all be done with the current budget. Hopefully, it should generate ideas and the need to prioritize.

D. Taives then presented a physical analysis. They had looked at all areas identified and McLaren. The presentation concentrated on the three areas requested. A good location for a park he continued should be a three minute walk or within three blocks. The park should also reflect the kind of people who will be going to it. Major streets act as barriers, therefore, what can bring the neighbourhood together must be considered.

There was an attempt to have a pathway connection going by McLaren Park, the Good Shepherd Centre to Beasley Park and to the northeast as the desired path line.

l) Cancord Inc. Site

A park and recreational rough cost list was passed out to the Committee (attached as 'F').

D. Taives reviewed the inventory of the site. Basically a large unkept field with an interesting stone-wall feature to the north of the Park. This area potentially would draw activity. The park should be passive in nature and include an open play area and picnic tables. A future pathway north of the park overtop of the bridge should be considered. Money spent should be minimal or moveable because of the potential ten-year lease agreement. This area should not be a priority. The following amenities were noted: **play structure, sand box, slide and benches.** By Mary Street it should be **fenced off** to discourage mid-block crossing, also consider **trees** along the fence line. The hidden spot should be eliminated by the bridge with **plantings.**

...../6

II) McLaren Park

The inventory reviewed indicated questionable property lines. 173 Catharine Street North which was being considered as a park entrance does not properly abut the park. That piece of property is owned by 183 Catharine Street North. However, both sites are owned by the same person.

D. Taives had observed the street crossing during the March Break and found it highly dangerous. This concern should be listed as priority. Wood poles on the street create site-line blocks for people crossing the street and drivers. The park was not big enough to maintain active uses except for the ball hockey site should be maintained, perhaps more trees should be considered. Other amenities mentioned: **create buffering statement for the park; move the basketball court which would create unlimited opportunity.** V. Ford said to establish a pedestrian link to acquire the property and to remove the fence for the access; beef-up traffic signage i.e. playground ahead. J. Drake inquired about a pathway to the northend of the park. It was stated that the pathway to the southend would be better as it was closer to the traffic light. It was noted that Robert's Village, the apartment complex across the street has a large open space to the south of it. Perhaps this site could be considered for development.

ACTION: D. Dube to examine ownership of open lands south of Robert's Village across the street from McLaren Park.

D. Ducharme in his research has discovered that the owner of 173, 179 and 183 wants to sell all of his land and not only 173. J. McNeilly asked if a lease could be considered. D. Ducharme also noted that the senior citizens living at 181 would probably not be interested in vacating their property. As D. Ducharme's land abuts the park, perhaps an easement of his land could be considered. Other park amenities considered: **fountain, spray pool, more greenery, speed zone signs, combined basketball and hockey court, under swings treatment, removal of asphalt, raised lands, improve lighting and to meet with the Traffic Department.** Also, reforestation and naturalization considerations. D. Taives again noted the area as fairly small and limited in potential development.

D. Ducharme stated that a pathway to the east may be dangerous.

...../7

III) **Beasley Park**

It was inquired if the demolition schedule was on target.

ACTION: D. Dube to review with the Real Estate Division of the Property Department of the building demolition.

V. Ford reviewed the inventory. The abutting houses and the end buildings could be used to the park's advantage. D. Taives said that constraints can be viewed as opportunity i.e. the mill reflects interesting architecture and the Lockewood Motors paint building to be considered as a potential centre, meaning the abutting buildings can be a great asset for future use. J. Drake asked if the concept plans can include the Lockewood site. V. Ford said that it may not be necessary to acquire the entire site. Amenities: **obtain the Lockewood site and to design with the site in mind; to address the Lockewood site once Ferguson Avenue construction goes through; to consider an area for children; active play, open space; seating; a forested area, lawn bowling (high maintenance item); play tables; cobblestones from Ferguson Avenue; fountain (possibly situated on the forested area).**

J. Drake stated that in the past week he had asked D. Dube to acquire information on the old Gore Park fountain(s). He continued stating that Gore Park fountain(s) as part of the Beasley Neighbourhood and should be returned to same. J. McNeilly said rehabilitating a fountain would be very expensive.

ACTION: D. Dube to investigate the whereabouts of the Gore Park fountain(s) remains.

Other amenities mentioned: **historical interpretation, seating, caboose, totem pole, to consider amenities to draw attention away from existing fences and buildings.**

It was inquired if D. Dube had requested hydro readings requested from J. Drake earlier in the week. D. Dube said that he had been in touch with Ontario Hydro Electric Systems and that they were prepared to give us a reading. He's waiting for confirmation of a date. A. Raymond indicated he would like to see the school;s Elgin **fence moved back** toward the street more to **create more school green** space. He also said that it may not be necessary to create a cul de sac. The consultant stated that the closing of the streets should be made to look more like a park function instead of a road ending.

...../8

Wheelchair ramp accessibility in the park should be considered. J. Drake stated **no bollards** at park entrances. D. Ducharme suggested **trees** or friendly "barricades".

Other amenities: **to buffer the mill, a water fountain, for basketball to be relocated on the school property, to implement the noisy active area over by the hydro site, perhaps the forested area could be situated over by the mill buffering the building and receiving more radiant sun. Skateboarding and spray pools were also mentioned as amenities.**

The Consultants asked now where do they go from here. The concepts presented reflected approximately three-times the allowable budget.

J. McNeilly then spoke a little bit of the Anti-Recession Initiative Programme received by the City. That the road closures and demolitions and sidewalks reconstruction could be addressed by this programme and not P.R.I.D.E. funds.

It was suggested that the majority of the budget be spent in the Beasley area.

S. Habensus noted that the forest in the Beasley area would required a high level of **site** safety perhaps to **fence** it. Maybe reduce the area.

D. Ducharme suggested that the Lockewood area could be used for **baseball** use.

As chairperson, he stated the time was late and we should indicate where the Consultants were to go from here. He said priorities should be made on development now.

D. Wallace said little money should be spent on the Cancord Site. That a small amount of money would impact the area greatly.

V. Ford suggested the next step would be to develop a master plan.

After much discussion the following guidelines were given to the Consultants for developing:

...../9

Priority	Site	Budget
1.	Beasley	70%
2.	McLaren	20%
3.	Cancord	10%

The Consultants were permitted to allow for creative usage.

J. McNeilly stated that the Consultants would be meeting with staff for a review similar to what has just transpired. D. Ducharme applauded the Consultants and stated that in the future we should review the concepts firstly.

4. **Public Meeting**

On 1991 April 08 there will be a public meeting for the approval of the Community Improvement Plan. J. McNeilly invited the Committee to attend.

5. **Next Meetings**

It was agreed that the next meeting with the Consultant will be 1991 April 10, 7:00 p.m. at City Hall and at the next Citizens Advisory Committee Meeting will be 1991 March 27, 7:00 p.m. at City Hall. It was MOVED by J. Drake and SECONDED by Father Smith that D. Ducharme chair the next meeting, CARRIED.

6. **Adjournment**

The Meeting was adjourned at 11:25 p.m.

'A'

[redacted] Minutes - P.R.I.D.E. Sub- Committee

March 12, 1991

Concerns Discussed

- Sub-committee feels that PRIDE committee is a rubber stamp for the City's agenda, and the sub-commitee is determined to resist this perseived intention

- Deternined to be effective in PRIDE process and in the Nabourhood Association

-Feel that not all the appropriate info. is being made avialable to PRIDE so that effective decisions can be made

- Not happy with recording of PRIDE minutes EG: Ideas,details

- we should be able to afford a sec.

- we should have regular financial reports

- Assurance that PRIDE members are involved in approval of all $ expenditures and in all bid selections.

-

Review of Community Development Plan and Needs Assesment

We seperated PRIDE business from Nabourhood Association as follows;

Goal 1 Develop Nabourhood association (ASSOC.)

" " 2 High quality Rec. services (Except 2.3.1) (PRIDE)

" "3 Public Safety (except 3.2.1 wich should be deleted from C.D. plan as it is on PRIVATE Lands) (Assoc.)

" "4 Health of community (ASSOC.)

The Conclusion of PRIDE plan review was that the prioritiy for the PRIDE Adviso ry committee should be "GOAl-2" the other goals should be defered to the future Nabourhood Association.

Discussions took place RE: GOAL 2

1) BEASLY PARK- We want the Entire expropriation of all lands identified for park use as per the official City plan, to be put in process immediatly IE:
   - All lands bordering Cannon,Mary,Wilson and Fergison.

   - The fountain removed from Gore Park to be returned to Beasly Area.

   - Bury all overhead wires

   - concerned about e.m. polution from existing power facility

   - move air quality station as it was not carfully located in the begining

   - lawnbowling and checker/chess tables

   - avoid planting ~~[redacted]~~ trees on berms (man made Hills)

Mclaren Park

2) Mclaren Park - Action to expropriate 173 Catherine St. N. and lands beside currently used for parking cars.

- re-design entire area for active park IE: move baketball to southeast corner, demolish existing building replace with spray pool, have mural competition for ball hockey wall.

Other Concerns

1) .Changes to community plan

- 2.2.3 we should reserve the right to develop Cancord lands as there is no real assurance of long term benifit for the community.

- 3.2.1 Delete St.Marys Church lights as it is private lands

- 2.1.3 add redevelopment of Mclaren Park

- 2.2.1 expand Beasley park to the north and northeast

2) Get BELL to clean up yard at Mullberry and park- Plant trees in Blvd. opposit Catholic school board offices.

3) Reminded that parking authority will only consider developig a site that has been identified (by association)

4) want to know the purpose of the meetin of april 8-91 at city hall

Association Issues

- concerned about how to involve new members and get assoc. developed

-should members be residents or just land owners

consult with DURAND assoc. to get assistance in developing our assoc.

- where to get financial assistance to develop and operate, possible to acess PRIDE funds as per Goal 1 Community development plan

- association will require sec. services, stamps, paper, envelops etc. for newsletter and fund raising activities

- the development of association will require much more assistance from others and we will (sub commitee) scheduled another meeting to establish task plan and to initiate membership.

Other Items

- reviewed 12 draft motions fo PRIDE cosideration
- we should be using motion slips at PRIDE meetings

Sub-app. Durham
mar 21/91

(B)

NEIGHBOURHOOD ASSOCIATION SUB-COMMITTEE

MINUTES OF MEETING

1991 MARCH 19

5:30 P.M.

187 CATHARINE STREET NORTH

PRESENT: J. Drake
D. Ducharme
P. Fam
E. Ward

The Minutes were CARRIED as read by E. Ward.

1. **Business Arising from the Minutes**

J. Drake had met with Marvin Sheppard, President of Durand Neighbourhood Association and obtained a copy of their By-laws and a brochure, copies of which were distributed to the members.

Regarding Electro Magnetic Radiation - J. Drake contacted the Ontario Ministry of the Environment to obtain a test. After two calls, it was deferred to Ontario Hydro or Regional Community Development. J. Drake then requested D.Dube to investigate the matter further. Also requested noise assessment regarding "hum" as well.

The question of resident I non-resident rights for membership privileges was still unclear and it was decided to defer this item pursuant to further consultation with Durand. Also we felt that this was a question for a larger group of members to decide.

Regarding some operating funds - D. Dube indicated that some typing of minutes and printing could be handled through his office. Flyers and newsletters could be available through P.R.I.D.E. at least until the P.R.I.D.E. Programme funds in June. He also offered meeting rooms at City Hall.

Members agreed that we did not have much choice and appreciated whatever D. Dube can do for us in this regard.

2. **Getting New Members**

J. Drake suggested calling the list of people who stood for P.R.I.D.E. nominations.

E. Ward suggested notices at churches - even announcements from the pulpits of area churches.

Newspaper ad/flyers also mentioned.

...../2

3. **Association Building**

D. Ducharme and E. Ward entered.

A discussion on the process of establishing a long-living association developed. Get the people together and through facilitators get the people to determine their own goals and objectives and through the process feel that they were a part of creating these goals and motivated to carry them out.

It was felt that the Committee's task was to form the agenda for that meeting.

Included would be a P.R.I.D.E. update.

- There would need to be a pre-meeting to organize the event
- out reach could include community television channel and radio, press releases directed toward public service announcements

E. Ward and D. Ducharme were not concerned about the time required to develop a good association (1-2 years).

J. Drake wondered if he should be forming an action committee to coincide with window or opportunity with the P.R.I.D.E. Programme. E. Ward did not want to call the P.R.I.D.E. nominees immediately.

D. Ducharme felt that the P.R.I.D.E. Advisory Committee should be our action committee.

The Meeting disbursed.

Mary Domaradzki
Planning

MAR 21 1991

CENTRAL/BEASLEY CITIZENS ADVISORY MEETING

1991 MARCH 20

7:00 P.M.

AMITY GOODWILL

A G E N D A

1. Appointment of Chairperson

2. Agenda Review

(SUBJECT TO REVIEW)

3. Minutes of 1991 March 06 Meeting

4. Old Business
   - a) Ferguson Avenue - CAPIC 1991 March 08 Meeting
   - b) Cancord Industries Site
     - I) Correspondence 'A' attached
     - II) Crosswalk Request
   - c) McLaren Park - Street Crossing Concern 'B'
   - d) Design Consultant Report
     - I) Interpretation of Community Concerns and Needs
     - II) Design Concepts of Beasley Park, McLaren Park and Cancord Site

5. New Business

6. Other

7. Next Meeting

CENTRAL/BEASLEY CITIZENS ADVISORY COMMITTEE

MINUTES OF MEETING

1991 MARCH 06

AMITY GOODWILL

PRESENT:	G. Smith	
	J. Drake	
	A. Raymond	
	H. Bluscke	
	D. Ducharme	
	P. Fam	
	E. Ward	
	D. Wallace	
	S. Habensus	
ALSO PRESENT:	V. Ford	Victor Ford and Associates Landscape Architects
	D. Taves	Victor Ford and Associates Landscape Architects
	M. Domagala	Planning and Development Department
	D. Dube	Public Works/Parks Division
REGRETS:	G. D'Aurelio	
	M. Karl	
ABSENT:	D. Bursey	
	J. Macaluso	
	V. Piccolotto	
	A. Verrall	

1. **Selection of Chairman**

J. Drake MOVED to volunteer to chair the Meeting, SECONDED by G. Smith and CARRIED.

D. Wallace suggested that D. Ducharme chair the next meeting. At this time, J. Drake stated that a sub-committee be set up to address non-P.R.I.D.E. issues.

2. **Minutes of Meeting Held 1991 February 18**

G. Smith MOVED that Page 3, No. 3 e) McLaren Park, "Consideration for Lighting" be included. SECONDED by D. Wallace and CARRIED as amended.

...../2

3. Introduction of Design Consultant

D. Dube introduced Mr. Victor Ford and Mr. Dennis Taves of Victor Ford and Associates Landscape Architects. The gentlemen expressed gratitude in being selected, briefly, reviewed related experiences and were looking forward to working with the Citizens Advisory Committee.

4. Old Business

a) Ferguson Avenue

D. Dube informed the Committee that tracks and ties would be removed in 1994 when the road would be demolished. Asphalt has been laid over the tracks at the major crosswalks.

M. Domagala had invited the Committee to attend the 1991 March 08 CAPIC Meeting as Ferguson Avenue was on the agenda.

b) McLaren Park

D. Dube had secured the only plans from Park Development for the Park (1977) and its extension (1979). He had them together and presented same to the Committee. Several concepts were discussed. The consultants took the plans with them.

c) Air Quality Testing Station

As it is located in Beasley Park, the Committee was interested in its possible location to accommodate park planning.

D. Dube had spoken to the Ministry of the Environment and distributed their reply to the Committee ('A' attached). The Ministry of the Environment would consider moving but would need to review the site in the concept stages. The site could not be near a road due to traffic emissions. The Committee estimated fifteen thousand dollars ($15,000.) to move the building. The Ministry of the Environment said the move would involve five staff, five days to move and set up the sensitive equipment which they felt they could not charge us.

d) Cancord Industries Site

D. Dube reported he had met with Douglas Ludwig, President of Cancord Industries. Mr. Ludwig favoured the concept of leasing the site to the City of a passive park development and will be forwarding correspondence reflecting same. A request to the Traffic Department has been forwarded by D. Dube for a crosswalk to the site. ('B' attached)

ACTION: D. Dube to follow up on crosswalk request for Cancord Site.

...../3

5. **New Business - Proposed Projects**

J. Drake again suggested a sub-committee be appointed to review concerns pertaining to a Neighbourhood Association.

H. Bluscke said the Public School Board wishes consideration as submitted 1991 February 18 ('C' attached) to Beasley Park.

J. Drake suggested acquiring the Lockewood Motors site. D. Dube said the business was in contract with the Police and relocation costs would be unaffordable and time-consuming to the point of beyond the P.R.I.D.E. Project limits.

D. Ducharme wants to see upgrading in both McLaren and Beasley Parks, and a community centre for the latter.

The chairman then called to go around the table so all members of the Committee could state their project preference.

Father Smith asked to keep McLaren active. It is too difficult to implement passive amenities. Make Beasley a passive park.

A. Raymond sees McLaren and Beasley Parks both as active parks. He would like to see landscape buffering done. An open-field no goalpost at Beasley Park for school activity use.

H. Bluscke agrees with the previous statement. He would like to see a diagonal pathway in Beasley Park and again alluded to 'C' attached.

D. Ducharme would like to see a community centre in Beasley Park, adjacent to Dr. Davey School. Should examine other sources of funding. Would like to see major rehabilitation done to McLaren Park, a lot of landscaping and beautification. He would like the Cancord site to be addressed. He would also like a sub or steering committee established.

S. Habensus would like to see Beasley Park built up as a "horsy park", geared towards youngsters and mothers. She would like to the Park to be "greened". She believes that McLaren Park is a poor choice to develop.

P. Fam sees the Cancord site as a positive one. McLaren Park is ugly and needs expansion. Beasley Park should receive a spray pool.

E. Ward would like to see Beasley Park as being passive and McLaren Park as being active, but John Street traffic should be examined first.

ACTION: D. Dube to review McLaren Park street crossing with the Traffic Department.

...../4

D. Wallace mentioned as he is not a resident of the area, he felt his role as one of a facilitation of ideas and offered the following: if McLaren Park is the heart of the Neighbourhood for the children, should it be given priority?; he believes in mixed use for McLaren and Beasley; and to consider all as a challenge. He asked if the lease agreement could be drawn-up now for the site. D. Dube said not until detailed site plans were approved for the site and that staff examine conditions that Mr. Ludwig may be requesting in exchange.

J. Drake would like to see Beasley Park as a large passive park with overhead wires removed; the soil tested and large trees planted; move the large building occupied by the Culture and Recreation Department to improve sight lines; to somehow reduce the hydro "hum"; and to install a spray pool and skateboard facilities relocated over to McLaren Park.

Moving back to a general discussion format, J. Drake said the shed at McLaren was unsightly and to consider moving it. G. Smith suggested refinishing the building with graffiti - proof material. A traffic light at Robert and John Streets was looked at for the area as well as ways to slow down the John Street North traffic.

D. Ducharme stressed it was very important to go through a priority setting exercise. V. Ford offered to help in setting priorities: he could look at the three identified park areas and come up with rough design concepts and costs for the meeting in two weeks time.

D. Ducharme wanted to discuss other items than just parks: the need to form a community association; to spend P.R.I.D.E. funds on other things than just parks, as identified in the questionnaire. He would like for the consultant to tie together the needs expressed in the survey and at the past public meetings. To bring out the true needs of the community.

D. Wallace MOVED that the consultant bring back rough concepts of the three park areas. With respect to McLaren Park, to assume expropriation of abutting lands, and,

that the consultant review all past meeting minutes and the questionnaire results to identify community concerns and needs, and;

that the consultant bring forth a report to the next Citizens Advisory Committee outlining the community concerns and needs and suggest how they may be addressed through the P.R.I.D.E. Programme. This report should provide a starting point for priority setting. SECONDED by D. Ducharme and CARRIED.

D. Ducharme MOVED that a sub-committee be struck to serve as the Steering Committee for the Central/Beasley Neighbourhood Association, and;

that the sub-committee consist of D. Ducharme, E. Ward, J. Drake and P. Fam. SECONDED by G. Smith and CARRIED.

...../5

6. Next Meeting

MOVED by D. Ducharme, SECONDED by P. Fam and CARRIED for the next meeting to be held on 1991 March 20 at 7:00 p.m. at the Amity Goodwill.

The Chairperson will be D. Ducharme.

7. Adjournment

The Meeting adjourned at 10:00 p.m.

Provincial Response to *Watershed*

In a statement to the Legislature of Ontario, 17 December 1990, The Honourable Ruth Grier, Minister of the Environment and Minister Responsible for the Greater Toronto Area (GTA), provided a further response to *Watershed*, the second interim report of the Royal Commission on the Future of the Toronto Waterfront.

"
Mr. Speaker:
I want to share with members of this House the Government's response to the recommendations of the Crombie Royal Commission on the Future of the Toronto Waterfront.

It's been two months since David Crombie tabled his second interim report entitled *Watershed*. The principles of the *Watershed* report and Mr. Crombie's recommendations are fresh and invigorating. They have received broad support from municipalities, environmental groups, the media, the general public and from this Government. I want to commend the previous government, and Mr. John Sweeney in particular, for giving the Commission a broad mandate and for its support of the Commission's activities.

The Commission's findings have already prompted widespread debate, discussion and commitment to regenerating the waterfront. We responded immediately, supporting the report with enthusiasm. And we endorsed fully the principles put forward for the future direction of the waterfront area: a waterfront that is clean, green and attractive; a waterfront that is usable, diverse and open; and a waterfront that is connected, affordable and accessible. These are values that we, as a government, share.

We intend to use these nine principles as a guide, not only for the waterfront, but to move beyond the waterfront —to the GTA urban structure process. My colleague the Minister of Natural Resources and I will apply these values to the closely related Greenlands Strategy released earlier this summer by the previous government. We will provide a framework to ensure that greenlands and watersheds become an integral part of future plans for the Greater Toronto Area.



The Honourable Ruth Grier, Minister of the Environment and Minister Responsible for the Greater Toronto Area

We will establish a continuous Waterfront Trail which will become the Green-Way that ties the GTA together from Burlington to Newcastle.

Our clear acceptance of Mr. Crombie's principles should be viewed by municipalities and the community as a ringing endorsement of the ecosystem approach to planning as well as to the underlying value of the Commission report.

The call for immediate action has been unanimous. And today, I would like to outline how we intend to implement key recommendations of the *Watershed* report.

(continued on page 3)

(Response continued from page 2)

Firstly, we will establish a continuous Waterfront Trail which will become the Green-Way that ties the GTA together from Burlington to Newcastle. It will link to the Bruce and Ganaraska Trail systems at either end. We see the waterfront trail as the highest land use for all public lands along the water's edge. The trail will be much more than a four-foot strip of asphalt. This trail will connect the waterfront with river valleys and source areas and link up areas of natural and historic importance along Lake Ontario.

It will be a place for people, for families and children to enjoy the out of doors and the natural environment on foot or bicycle.

We accept the idea of Waterfront Partnership Agreements as a valid implementation vehicle for waterfront plans.

Secondly, we accept the idea of Waterfront Partnership Agreements as a valid implementation vehicle for waterfront plans. We will negotiate agreements between local, regional and federal governments, along with conservation authorities, to prepare responsible development plans and implementation mechanisms for the waterfront consistent with the Crombie principles.

Thirdly, we will establish by legislation a Waterfront Regeneration Trust. It will be the responsibility of the Trust to accept lands surplus to Toronto port needs as well as adjacent Provincial lands and to co-ordinate regeneration activities.

Finally, we will move to halt the unnecessary privatization of the public shoreline and Crown resources such as waterlots. My colleague the Minister of Natural Resources will address this matter in the near future. A significant portion of the Crombie report concentrates on the Etobicoke Waterfront. As the local MPP, the Minister responsible for the GTA and the Minister of the Environment, I am pleased that Etobicoke, Metro and the Province will be working co-operatively to ensure that there is a comprehensive planning framework for new development in South Etobicoke, culminating in modification to the Etobicoke Official Plan, plus other implementation measures. The three levels of government have agreed on a program which includes extensive community consultation.

In the final year of the Royal Commission's work, Mr. Speaker, we will ask Mr. Crombie to address:

- the feasibility of relocating the Gardiner Expressway in consultation with Metropolitan Toronto, and the Ministry of Transportation;
- the pooling of lands and the integration of future plans for the Canadian National Exhibition, Ontario Place, Fort York and HMCS York in consultation with the Ministry of Tourism and Recreation and the other authorities involved; and,
- policies, practices, technology, and methods available to regenerate shoreline areas.

We will establish by legislation a Waterfront Regeneration Trust.

These measures are an important starting point for ensuring that the waterfront and the natural environment in the GTA is preserved and enhanced for future generations. We will continue to support the work of the Commission and we look forward to Mr. Crombie's final report.

Thank you.
"

Ontario

Strong Municipal Support for *Watershed*

Commissioner David Crombie has welcomed the strong municipal endorsements for the *Watershed* recommendations: "We cannot overestimate the importance of the strong municipal support for our work. We commend their thorough analysis and willingness to commit to working in partnership with other levels of government."

Soon after the release of *Watershed*, the Region of Halton endorsed a strong resolution requesting that the provincial government pursue implementation of the Commission's recommendations and commence discussions and negotiations for a Waterfront Partnership Agreement with the Regional Municipality of Halton as soon as possible.

In October 1990, the Town of Oakville Council endorsed *Watershed* and commended the Royal Commission for "its comprehensive response to concerns for preserving and restoring the Toronto area waterfront and associated watershed".

In November 1990, the Council of the Municipality of Metropolitan Toronto endorsed *Watershed* recommendations (with some exceptions) and directed staff to assist the Royal Commission and other levels of government, as appropriate, in implementing the report's recommendations.

In October 1990, the City of Scarborough voiced support for *Watershed*, especially the "need for provincial leadership in dealing with Lake Ontario's shoreline environment." The ecosystem approach is to be applied relative to all planning in Scarborough.

In October 1990, the City of Etobicoke provided qualified support for the Report while maintaining its opposition to a possible moratorium on development proposals.

On 13 November 1990, the City of Toronto Council voted overwhelmingly to approve *Watershed*. The various motions approved gave authorization to City officials to proceed with the implementation of *Watershed* by assisting and co-operating with the appropriate authorities and other levels of government. City Council's three representatives on the five-member Toronto Harbour Commissioners (THC) were asked to proceed with implementing recommendations which will result in the THC operating the Port of Toronto from a smaller land base. The City would obtain significant lands for waterfront parks, as well as for a Waterfront Industrial Park and a Centre for Green Enterprise and Industry.

The Council debate emphasized the need for all levels of government to co-operate on the waterfront and not to retreat to their traditional areas of jurisdiction. The ecosystem approach espoused in *Watershed* was met with enthusiasm by City staff and Councillors.

On 4 December 1990, the Town of Pickering endorsed *Watershed*, concurring specifically with the adoption of an ecosystem approach and principles in planning and managing growth, the concept of partnership agreements and the concept of a Waterfront Trail.

The City of Burlington and the City of Mississauga have expressed full support for *Watershed*. *Watershed* is being considered by staff at the Town of Ajax, the City of Oshawa and the Town of Newcastle.

With the provincial response by the Honourable Ruth Grier on 17 December 1990, *Watershed* now enjoys the support of virtually all levels of government and their agencies throughout the Greater Toronto Region. This kind of support is especially important because the application of an ecosystem approach requires the co-operation of all governments. It has now become increasingly clear that the fragmentation of jurisdiction that has bedeviled past efforts to protect and restore the environment and to promote economic development in the region cannot be allowed to continue. The strong multi-governmental support for *Watershed* suggests that there is a growing new acceptance that the only solution to the current jurisdictional gridlock is for the various levels of government and their agencies to work together in partnership.

- Ron Doering

City drafts urban design policies

Stringent proposals would make new buildings boring, critics say

BY MARGARET POLANYI
Urban Affairs Reporter

TORONTO — City of Toronto staff have drafted proposals for detailed new urban design policies at a time of public anxiety over the size and shape of some new buildings.

But some members of Toronto's architectural community say the proposed policies are too strict and could lead to dull uniformity in new development in Canada's largest city.

The suggested policies are contained in a Nov. 15, 1990, draft document — a copy of which was obtained by The Globe and Mail — that was written as part of Cityplan '91, the process that will culminate in a new official plan for the next 15 years.

The policies proposed in the draft deal mainly with the public areas of the city and with private development as it affects public space.

According to the document, the lack of strong urban design direction and clear building standards in the existing plan has contributed to "reliance on the individual planner, architect and developer to interpret policies and achieve urban design objectives through a negotiation process."

"The result has been [building standards] of uneven quality, coupled with confusion and doubt about the city's overall objectives for physical planning, on the part of both the development industry and the general public," it says.

While many of the general urban design intentions of the existing plan remain valid, there is a need to clarify objectives and define standards, the document's authors say. Among the proposals:

- New buildings should be set back from the street line to match adjacent buildings. "Continous building facades with consistent setbacks help to define and unify streets and other public spaces, and ensure coherence in the relationship of new buildings to their surround[ings]."
- Appropriate building heights should be set at the property line to help ensure comfortably proportioned streets with adequate sunlight and sky views. Where a proposed new building is taller than the required height at the property line, the extra height should be set back above a continuous base.
- Council's policy should be to establish building height and density limits that will ensure "comfortable microclimatic conditions at street level, provide consistency in building form within an area, establish a visually coherent pattern of building heights and preserve significant views."

While general height restrictions already exist, a member of the architectural community said the draft proposals would add further restrictions. Calling for a continuous base for larger buildings, for example, predetermines its design.

The document says that, in general, building standards should allow for design flexibility while preserving patterns that give order to the city's public areas. It says the guidelines for a specific site will depend on its nature and location. Some of the proposed policy statements, such as those relating to sunlight and wind, will be revised.

But some members of the architectural community are already concerned about what one called the "inevitable boredom of a formula approach" to urban design. The proposed policies also "would give undue, unnecessary and undesirable design control" to the city's urban design staff, the person said.

Another said, "When a politician becomes the arbiter of public taste, or a bureaucrat does, that's a real problem. . . . You get one vision of the city." Both requested anonymity.

The first critic added that the proposed policies seem aimed at recreating the sort of stongly defined streets best realized by nineteenth-century Paris. While there is nothing wrong with the Paris model, "it was achieved under enlightened despotism, and I'm not sure that is appropriate for Toronto today."

Under the stringent policies being proposed, buildings like the Colonnade on Bloor Street West or the downtown Toronto-Dominion bank complex might not have been built because they are set back from adjacent properties, he said.

There are also financial implications to the proposed policies, he said, referring to a suggestion that parking facilities be located underground in all major new developments. The critic predicted that the draft policies, if adopted, will result in more projects being referred to the Ontario Municipal Board for approval — creating delays and additional costs for landowners and the city.

The policies proposed in the urban design draft document are seen as going farther than what is contained in the 1976 Central Area Plan, which expires this year. That plan deals primarily with land uses and has few statements dealing directly with urban design.

City staff plan to submit a report covering many aspects of the city's future development, including urban design, to City Council in May. The public will then be consulted before a final report is presented to Council.

REGION OF HAMILTON-WENTWORTH

- INFORMATION -

DATE: 1991 March 13
764.91

REPORT TO: Members
Economic Development and Planning Committee

FROM: Alderman D. Ross
Chairman of the Task Force on
Sustainable Development

SUBJECT: Task Force on Sustainable Development - Status Report, PLA 91-014

Alderman D. Ross
Chairman, Task Force on
Sustainable Development

BACKGROUND:

The Task Force has just begun the second phase of the workplan adopted in July 1990. The major part of public participation activities undertaken in the Fall of 1990 are complete. The findings of the seven community workshops, written submissions and comments, and ideas contributed through a dedicated telephone line are summarized in summary report available for reference from the Regional Clerk's office or the Planning and Development Department. The other public participation process initiated in the Fall of 1990, the formation of focus groups drawn from approximately thirty disadvantaged segments of our population, is underway and their contributions will be the subject of a subsequent report.

Of those who participated in the Fall public participation programme, seven major issues were of greatest concern. These include, in no order of priority: transportation, poor urban development, pollution and environmental degradation, natural areas, economy, local government, and emerging social problems. Nine specific values were commonly expressed ing direction to the kind of regional community the Task Force should be pursuing. Again

in no order of priority, they are:

1. Ensure community character and identity are preserved and enhanced.
2. Preserve and enhance natural areas and amenities.
3. Develop a self-sufficient, diverse, sustainable local economy.
4. Preserve farmland and the rural landscape.
5. Ensure the continuance of a friendly, safe, and diverse human community.
6. Protect and rehabilitate the air, water and soil.
7. Develop an integrated, balanced and efficient regional transportation system.
8. Improve the appearance and fit (with the natural and community context) of the built environment.
9. Alleviate poverty.

On the basis of the issues and values identified in the public participation program, the Task Force drew up terms of reference for eight working groups: Human Health; Ecosystem Integrity; Natural Areas; Community Design; Culture and Learning; Community Well-Being; Economy, Livelihood and Education; and, Food and Agriculture . The purpose of the working groups is to investigate specific issue areas in the context of sustainable development principles developed by the Task Force, and to make recommendations to the Task Force regarding the creation of a Regional Vision Statement. The formation of the working groups, some of which have had their first meetings, initiates the second phase of the Task Force workplan and marks an additional level of citizen involvement in the Task Force's work. Of those who expressed interest in the working groups last Fall, thirty eight have volunteered to participate on working groups. Terms of reference for the working groups and a list of members is available for reference at the Regional Clerk's office.

The second phase of the Task Force workplan will culminate in a Regional Community Forum scheduled for June 15, 1991 at the Hamilton Convention Centre. Citizens will have a further opportunity to contribute their ideas and evaluate the range of directions the Task Force is considering, prior to the preparation and publication of a draft Regional Vision Statement by the Task Force in August, 1991.

MEH/meh

TERMS OF REFERENCE FOR THE REGIONAL CHAIRMAN'S TASK FORCE ON AFFORDABLE HOUSING

PURPOSE OF TASK FORCE

A. To provide direction for Regional involvement in the provision of a full choice of affordable housing to meet the needs in Hamilton-Wentworth.

B. To provide advice to Area Munipalities and the providers of private non-profit and co-operative housing on methods to maximize benefits of Federal and Provincial housing intitiatives in Hamilton-Wentworth.

C. To ensure that units are provided on a priority basis for those persons/organizations with the greatest need.

D. To provide input and direction to staff investigating alternative Regional strategies to meet existing and future housing requirements.

MEMBERSHIP

The Task Force will have representation from a variety of groups, agencies, organizations and citizens involved and interested in the provision of affordable housing. These may include:

- Task Force Chairperson appointed by the Regional Chairman;
- Existing suppliers and managers of assisted housing;
- Social agencies dealing with clients that require specialized or low cost housing;
- Local housing action, religious or other lobby groups;
- The home building and development industry;
- The real estate industry;
- Healthy community advocates;
- Consumers with special needs;
- Labour organizations;
- Academia;
- Legal Community;
- Local Political Representatives.

Task Force members will be selected by the Regional Chairman and the Task Force Chairperson based on consultation with representatives from interest areas such as those listed above.

SCOPE

The Task Force will provide input and advice from a Regional perspective to address all elements that affect affordable housing including:

a) Type and quantity of affordable housing required to meet existing and future demands in Hamilton-Wentworth;
b) Specific housing issues in the Region that need to be addressed;
c) Alternative methods of supplying affordable housing and protecting existing supply;
d) Alternative roles for Regional Council to take in ensuring an adequate supply and delivery of affordable and/or assisted housing;
e) Provision of specialized housing;
f) Methods to coordinate the efforts of the various providers of assisted housing in the Region;
g) Ways to improve the regulatory processes that affect the supply of land for the construction of affordable housing;
h) Federal and Provincial housing initiatives which may affect the supply and cost of housing in Hamilton-Wentworth.

Examples of the type of issues that would be addressed by the Task Force include:

- Should there be a Regional Municipal Non-Profit Housing Corporation?
- Can we establish a consolidated waiting list for all assisted housing?
- Should there be central Regional coordination of all applications for constructing assisted housing in the Region?
- Can we increase the supply of land available for affordable and/or assisted housing?
- Should the Region identify designated sites for potential assisted housing?
- Should additional Regional and local tax dollars be allocated for acquiring land or contributing to the construction and operation of assisted housing?

TECHNICAL SUPPORT

The Chairman's Task Force will be provided with technical support in the form of a Coordinator assigned by the C.A.O. from within the existing Regional staff complement. The Coordinator will work with the Task Force through the supervision of the C.A.O. The Social Planning and Research Council will provide assistance to complement the Regional staff contribution. Where appropriate, staff from other departments, the Area Municipalities, the Province and housing agencies will be requested to provide input for consideration by the Task Force.

The Coordinator, with assistance from other Regional staff, will provide technical support analyses and advice on housing issues and alternative actions raised by the Task Force.

REPORTING

The Task Force will report through the Regional Chairman to Regional Council. Recommendations from the Task Force may cover the full spectrum of implementation including:

- New policy initiatives;
- Changes in administrative procedures;
- Programs to promote community acceptance;
- Efforts to lobby senior levels of government;
- Suggestions for action by Area Municipalities and agencies involved in delivery of affordable housing;
- Mechanisms for coordinating Regional, Area Municipal and private initiatives;

- New roles for Regional government;
- New Regional funding initiatives.

AN INVITATION TO COMMENT
ON THE
ENVIRONMENTAL ASSESSMENT FOR THE PROPOSED
GO TRAIN SERVICE EXPANSION BETWEEN BURLINGTON AND HAMILTON

THE ENVIRONMENTAL ASSESSMENT ACT SUBSECTION 7(1)
NOTICE OF COMPLETION OF REVIEW

An environmental assessment has been submitted by the Ministry of Transportation and GO Transit for a proposed GO train service expansion between Burlington and Hamilton.

Before a decision is made on acceptance of this environmental assessment, you have the right to submit comments on the proposed undertaking, the environmental assessment and the review documents. You also have the right, subject to the discretion of the Minister of the Environment, to require a hearing.

How do you get the information you need?

You may inspect the documents during normal business hours at the following Ministry of the Environment offices:

Environmental Assessment Branch
5th Floor, 250 Davisville Avenue
Toronto, Ontario
(416) 440-3450

West Central Region
9th Floor, 119 King Street West
Hamilton, Ontario

Central Region
4th Floor, 7 Overlea Boulevard
Toronto, Ontario

and at:

GO Transit
1120 Finch Avenue West
Toronto, Ontario

Ministry of Transportation
Toronto Area Co-ordinating Office
3rd Floor, West
1201 Wilson Avenue
Toronto, Ontario

Copies are also available at the clerks' offices of the regional municipalities of Halton and Hamilton-Wentworth and the cities of Burlington and Hamilton.

Please submit your written comments and/or requests for a hearing to the following address so they are received no later than May 3, 1991.

GO Train Service Expansion
Burlington - Hamilton Enviornmental Assessment

Ruth Grier
Minister of the Environment
15th Floor, 135 St. Clair Avenue West
Toronto, Ontario
M4V 1P5

Take the opportunity to express your views.

If you make a submission or require a hearing before May 3/91 , you will be notified of any decisions about this environmental assessment. You will also have the opportunity to require a hearing on whether the undertaking itself should be approved. If you do not make a submission or require a hearing, the matter may proceed without further notice to you.

If no submissions or requirements for a hearing are received, the environmental assessment may be accepted and the undertaking approved with no further public notice, allowing GO Transit to proceed.

MOE logo

Ruth Grier
Ministre

CA4 ON HBL A05
C51P4C
1991

capic

CENTRAL AREA PLAN IMPLEMENTATION COMMITTEE

a Subcommittee of the Planning and Development Committee

c/o CITY HALL, 71 MAIN STREET WEST, HAMILTON, ONTARIO, L8N 3T4

URBAN/MUNICIPAL

NOTICE OF MEETING

May 10, 1991

9:00 a.m.

Room 233, Hamilton City Hall

David Godley

David Godley, CAPIC Co-ordinator
(546-4229)

AGENDA

1. Chairperson's Remarks

2. a) Minutes from previous meeting
   b) Updates CN Station Adhoc Committee - David Godley
      VIA Rail - Mary Domagala

3. Members' Reports (two minutes maximum)

4. **Circulation and Movement Issues** (attachments)

   a. Regional Transportation Study and Model - Bill O'Brien, HSR

   b. Mountain Accesses - Ted Gill, Engineering

   c. Durand Neighbourhood Traffic - Murray Main, Traffic

   d. Bikeways, new Regional Mandate - Reg Meiers, Engineering

   e. Wheelchair Ramping - Wendy Goddard, Social Services

5. Information Items

- Central/Beasley Neighbourhood Planning
- Pending Items (attached)
- CAPIC update to P&D (attached)

6. Other Business

Next Meeting June 14, 1991

capic 2 a.

CENTRAL AREA PLAN IMPLEMENTATION COMMITTEE
a Subcommittee of the Planning and Development Committee
c/o CITY HALL, 71 MAIN STREET WEST, HAMILTON, ONTARIO, L8N 3T4

MINUTES

CENTRAL AREA PLAN IMPLEMENTATION COMMITTEE

City Hall, Room 233

Friday April 10, 1991

MEMBERS ATTENDING

Charles Forsyth - Chairperson	Citizen Member
Russell Elman - Vice Chairperson	Durand Neighbourhood Association
Alderman McCulloch	Alderman Ward 2
Gil Simmons	North End Neighbourhoods
John Nolan	Past Vice-Chairperson
Gabriel Etele	Downtown BIA
Gerry Kennedy	Hamilton Real Estate Board
Mary Pocius	International Village BIA
Gloria DeSantis	Social Planning and Research Council
Art Lomax	Hamilton Automobile Club
John Eyles	McMaster University
Maggie Fischbuch	Citizen Member
Don Cole	Chamber of Commerce

REGRETS

Kay Nolan	Separate School Board
Anne Stewart	Hamilton Board of Education
Bruce Rankin	Hamilton Society of Architects
Bob Sutton	Hamilton and District Labour Council
Helen Nemeth	Beasley Neighbourhood
Ozzie Ferguson	United Senior Citizens of Ontario

STAFF

David Godley (Co-ordinator)	Local Planning
Mary Domagala (Secretary)	Local Planning
Vladimir Matus	Local Planning
John Sakala	Local Planning
Annette Schultz	Economic Development

Chairperson's Remarks

1. Charles Forsyth called the meeting to order.

Members' Reports

2. Gloria DeSantis inquired about the Parks Master Plan and whether terms of reference were available. David Godley will contact Chris Firth-Eaglund to request a presentation on the subject.

(ACTION - DAVID GODLEY)

3. Gabriel Etele noted that at the last BIA Board meeting, their Economic Development Committee was expanded and greater focus will be placed on this subject. Charles Forsyth asked that if issues concerning the Central Area arise, to share them with CAPIC through minutes of meetings.

(ACTION - MARY DOMAGALA)

4. Gil Simmons was concerned that recommendation number 1.1.7 of the Regional Housing Task Force Draft Report was to allocate parkland for affordable housing. Charles Forsyth suggested that CAPIC formally ask the Task Force for a response to this concern.

(ACTION - MARY DOMAGALA)

5. Mary Pocius said that boarding will be going up around the redevelopment site (Amendolia site) on King Street East (next to Denningers).

Minutes

6. Art Lomax asked to check the name of the consultants on the minutes of the February 22 meeting with GO Transit. Their name is Parker Consultants and not C.C. Parker.

7. The minutes were adopted as corrected. Moved by Gil Simmons and seconded by Mary Pocius. Carried.

Work Program

8. Charles Forsyth provided an overview of the attached Work Program for 1991. David Godley mentioned that transportation might be a suitable subject for the next meeting given recent decisions made by Regional Engineering Services Committee respecting the Regional Transportation Study. A copy of the report that was considered by the Committee was circulated to members at the meeting.

9. Discussion ensued on the report. Concerns were raised with respect to:

- an apparent lack of coordination;
- no mention of the mountain accesses, especially James Mountain Road which spurred CAPIC to recommend the need for a comprehensive study; and
- potential traffic problems which may occur in the Central Area as a result of changes to the mountain accesses and other major routes.

10. Other related issues which were discussed included:

- what are the broader assumptions and presuppositions of the type of community/quality of life factors which will impact on transportation;

- what are the counterveiling thrusts which will influence alternatives (i.e. Provincial Highway improvements near Waterdown); and

- transportation should be considered in the context of "circulation and movement" as it is referred to in the Central Area Plan.

11. All members agreed that these issues must be addressed at the next CAPIC meeting. The appropriate staff from Engineering should be invited to make presentations to CAPIC. Alderman McCulloch also suggested that Murray Main from the City's Traffic Department attend the meeting to address questions which may arise about traffic in Central Area.

(ACTION - MARY DOMAGALA)

12. With repect to the Work Program, Russel Elman suggested adding an "Other" category.

(ACTION - MARY DOMAGALA)

SUBCOMMITTEES

13. a) Public Participation Subcommittee

Discussion ensued on public participation. Ideas put forth for the subcommittee to consider included:

- building of partnerships in planning between the corporate/development sector and government and citizens in the Central Area;

- the importance of the participation of several "publics";

- development of a positive style of public participation in the Central Area versus a reactionary style; and

- the style of public participation should involve the public at the outset and should be small-scale.

14. Charles Forsyth prepared a memorandum on the subject which he read to members.

15. b) Neighbourhood Conservation and Maintenance Sub-committee

Charles Forsyth suggested that the subcommittee meet and sort out the issues. Some suggestions for topics to consider included:

- examining techniques of information sharing between CAPIC and other committees, especially new bodies which form such as the Central/Beasley Citizens Advisory Committee;
- producing periodic bulletins of updates;
- liaison with other levels of government; and
- provision of neighbourhood information in public libraries and existing information centres.

16. c) Transportation Subcommittee

Art Lomax, Gloria DeSantis and Gabriel Etele volunteered to sit on this subcommittee.

Development Activity Update

17. David Godley provided an overview of recent developments in the Central Area. A summary and map were distributed. Bob Chrystian mentioned that two major points emerged at the Public Meeting on Pier 4 Park:

1) the need to establish a motorboat-free zone in the Harbour; and

2) with the help of the local Police, look at regulating speed limits in the Harbour.

18. Discussion ensued on the subject of Woolworth's and it becoming a parking lot. Alderman McCulloch stated that access from King Street will be discouraged. The discussion focussed on the interruption of pedestrian walkways by motorized vehicles and how this is undesirable. Charles Forsyth summarized the groups ideas that as a general principle, pedestrian flows along sidewalks should not be interrupted by motorized vehicles. However, there was recognition of certain existing situations such as wheelchair ramps which are needed.

Loading docks in the Central Area

19. Vladimir Matus presented an overview of issues and concerns around loading docks in the downtown. The major concern is providing loading access to many buildings on a street which disrupts the streetscape. An alternative could be to provide one entrance for an entire block.

20. John Sakala demonstrated how this works for existing developments such as Jackson Square and the CIBC Towers.

21. CAPIC members brainstormed possible responses to the loading dock problem:

- regulate the hours that trucks are permitted to enter loading spaces;
- limit the size of trucks to help alleviate maneuvering problems;
- develop a policy which would set out strategic areas of subterranean alleys to accommodate trucks;
- develop a "master plan" of interconnections so that as developments come on stream they can link up with existing "subterranean" alleyways;
- examine by-law requirements and uses of buildings;
- develop flexibility in responses; and

The matter was referred to the circulation and movement subcommittee.

Information Items

22. Discussion took place on the letter from Niagara to the Federal Minister of Transport requesting the Federal Government not to eliminate the VIA train stop in Hamilton. Alderman McCulloch inquired what was actually done with this letter.

(ACTION - MARY DOMAGALA)

23. The meeting adjourned at 12:00 p.m.

M.D.:ns
CAPIC.MIN

CHRONOLOGY OF MOVEMENT AND TRANSPORTATION ISSUES

DEALT WITH BY CAPIC SINCE JANUARY 1988

4

PERIMETER ROAD

CAPIC Meeting Date		
January 22, 1988	-	CAPIC agreed to consider Perimeter Road in near future.
March 22, 1988	-	Ted Gill of Engineering Department gave a presentation at CAPIC on Perimeter Road re: technical basis, two route alternatives west of Bay Street and need for full class EA.
	-	CAPIC expressed need for more information, prior to selecting preferred route option.
April 7, 1988	-	CAPIC held a special meeting on the Perimeter Road, and voted to reaffirm the concept of the proposed road, as incorporated in the Central Area Plan.
	-	Discussed interchanges to serve downtown, impact on truck traffic, related issues.
April 15, 1988	-	Special meeting of CAPIC was held re: Perimeter Road, with consultants from M. M. Dillon re: route options and traffic demand.
	-	Discussed noise, views, options, traffic projections with and without Perimeter Road.
April 21, 1988	-	Special meeting of CAPIC to discuss CAPIC's draft recommendations on the Perimeter Road.
	-	Noted need for further review of 3 options west of Bay Street; discussed overall need for road.
May 19, 1988	-	Route options west of Bay Street were not considered satisfactory; use of existing arterial road system suggested for this section.
	-	Sub-committee formed to finalize Perimeter Road report.
May 19, 1989	-	CAPIC was informed of public workshops on June 6, 1989 and public information sessions on June 8, 1989; with public meeting in Sept.
	-	Three alternative alignments outlined for west end of Perimeter Road: north; south; and stepped south side options.

	-	Concerns included north-south bridge links, alternatives to proposed stepped option, and need for the road; as well as noise and pollution.
October 27, 1989	-	Preferred option has changed from "stepped option" to cut and cover concept under York Blvd. (tunnel concept)
	-	CAPIC had prepared draft report to P & D on tunnel concept, which was discussed and was to be reworked.
November 17, 1989	-	Ted outlined "cut and cover" option being considered.
	-	November 13, public meeting has been postponed to January to allow detailed examination of this option.
	-	Concerns included ventilation, fire safety, cost, aesthetics, etc.
December 15, 1989	-	CAPIC's draft memorandum to be revised.
January 19, 1990	-	CAPIC's report to P & D approved by CAPIC.
September 14, 1990	-	Social Impact Study on Perimeter Road to be sent to S.P.R.C.

GO TRANSIT

CAPIC Meeting Date

January 8, 1988	-	Presentation re: Station Selection - 3 GO Transit staff attended CAPIC to outline the progress of the GO Train Extension Program, esp. Technical Analysis and public information process.
	-	T. H. & B Station was favoured over C.N. Station.
	-	Issues discussed included transportation service, economic development, capital costs; social implications and natural environment.
	-	CAPIC's concerns included parking provision links to local transit, potential for extension, increasing levels of service, public involvement, etc.
January 15, 1988	-	GO Train Sub-Committee met for first time.

January 22, 1988	-	GO Train Sub-Committee was leaning towards favouring T. H. & B. Station, although issues remain of extension potential and parking.
	-	Potential for using T. H. & B. station until need new tunnel, then reverting back to C.N. station.
	-	Staff to circulate draft position paper on GO to all CAPIC members, for possible March 9 P & D.
February 26, 1988	-	GO Train Sub-Committee presented its proposed recommendations.
March 18, 1988	-	GO Transit consultant was present at a special meeting of CAPIC, to provide overview of progress and answer questions on parking, bus connections and pedestrian links for T. H. & B. station.
March 25, 1988	-	Minority position on GO station was recommended to be taken forward to the Planning and Development Committee.
February 22, 1991	-	GO Transit and Parker Associates present the Burlington to Hamilton Expansion Program and site-specific concepts for the T. H. & B. station.

LOCAL TRAFFIC ISSUES IN NEIGHBOURHOODS

CAPIC Meeting Date

February 16, 1990	-	CAPIC noted that flow of traffic through adjacent neighbourhoods was related to James Mountain Road study, for which terms of reference to be prepared.
April 20, 1990	-	Closure of Main Street ramp from Hwy. #403 has created major traffic problems along Aberdeen Avenue and through Durand neighbourhood.
	-	Roland Karl, Traffic Department said that size of reconstruction project made it difficult to reduce adverse effects for the 5 month period.
	-	Suggestions re: use of transit, bicycles, etc. - e.g. special fare incentives, shuttle buses, etc.
November 9, 1990	-	CAPIC learns of re-opening of south leg of King Street at Gore Park to traffic and decides to send report to P & D opposing this action.

December 14, 1990	-	Durand Neighbourhood Implementation Committee brings to CAPIC's attention recommendations for addressing neighbourhood traffic problems.

JAMES MOUNTAIN ROAD

CAPIC Meeting Date

September 15, 1989	-	CAPIC recommended that a letter be sent to (Transportation & Environment Committee) expressing CAPIC's concern over the reconstruction of James Mountain Road, and asking that the matter be referred back from Regional Council to staff for further study.
October 27, 1989	-	Letter had been sent to Ted Gill re: James Mountain Road reconstruction project.
	-	Various concerns included need for traffic study; one way option or two way, side walks.
December 15, 1989	-	Sub-group of CAPIC formed to put together a draft statement on James Mountain Road.
January 19, 1990	-	CAPIC's draft report adopted by CAPIC; representatives to be sent to Engineering Services Committee meeting of January 29, 1990.
February 16, 1990	-	CAPIC wished to see Terms of Reference for James Mountain Road Study by end of February.
	-	Related issues was flow of traffic through adjacent neighbourhoods.

REGIONAL TRANSPORTATION STUDY

CAPIC Meeting Date

May 19, 1988	-	It was suggested that CAPIC review the Region's long-term transportation policies.
	-	The lack of a recent overall regional transportation study was noted.
May 19, 1989	-	Ted Gill, Engineering Department, gave CAPIC an overview of transportation issues in the Region, namely GO Rail; Q.E.W., Hwy. #6-403, Hwy. #403 extension, Mountain Freeway and Perimeter Road. He noted status and timing of these projects.

March 16, 1990	-	CAPIC discussed a request to be involved in the Terms of Reference for the Mountain Access Study.
	-	CAPIC had recommended a Regional Transportation Study be carried out.
May 11, 1990	-	CAPIC was told that Dale Turvey is preparing terms of reference for a comprehensive Transportation Study, and CAPIC will have input.
	-	CAPIC discussed relative timing of Perimeter Road and Transportation Study.
November 9, 1990	-	CAPIC discussed Regional Transportation Study and to have a presentation made or the subject by staff of Regional Engineering.
April 12, 1991	-	CAPIC is notified of Report sent to Regional Engineering Services Committee recommending that a comprehensive study not take place. A Regional model will be enhanced instead. CAPIC requests a presentation on the subject for the next meeting.

HIGH SPEED RAIL

CAPIC Meeting Date

April 20, 1990	-	CAPIC noted that High Speed Rail system proposals all seemed to stop at Toronto, whereas system should extend at leat to Hamilton.
May 11, 1990	-	High speed train service proposed for Quebec City to Windsor Corridor; was hoped that Hamilton not be excluded.
June 15, 1990	-	President of Transport 2000 Ontario gave a presentation at CAPIC, outlining proposals for high speed rail service.
	-	Was suggested that written submissions be sent to encourage efficient service for area west of Toronto.
	-	CAPIC sends memo to the Mayor, Dr. C. Munro and Alderman McCulloch.
	-	Concerns re: emphasis on Toronto as a terminus rather than a through station.
	-	CAPIC to comment to P & D Committee.

MKD\dkp
A:\CAPIC.LET

4.8 MOVEMENT

An efficient comprehensive transportation and transit system is essential to the Central Area. The system serves to integrate traffic with a desirable living and working environment.

This transportation system embraces car, bus, bicycle, rail, truck, pedestrian movement, as well as roads parking, loading and distribution points. This system should move people and goods into, out of, and within the Central Area with minimum disruption to the existing environment. In addition, the system is essential to the Central Area's role as the primary Regional employment centre and the enhancement of its business and commercial functions. In this regard, public transit plays a positive role in the development of the Central Area. The transit system will focus on the Downtown Core to increase accessibility and reduce the need for private vehicles in the area.

Key improvements include:

- reduction of "through" truck and commuter traffic within the core, and the interior of residential areas;
- continued development of a circumferential road system;
- provision of a pedestrian circulation system (e.g. +15 pedestrian walkways) in appropriate locations, upgrading and widening of sidewalks to link residential development to commercial, shopping, recreational facilities;
- continuation of the development of an efficient, co-ordinated public transit system; and,
- resolution of environmental concerns associated with the high volume of traffic in the Central Area.

An effective transportation system must achieve a proper mix of all forms of movement. Planning should provide for an appropriate mix of pedestrians and vehicles to achieve a balance between accessibility and a healthy environment. Continued monitoring of the traffic flows and volumes will be undertaken so as to provide the basis for making necessary adjustment in the future.

Policies regarding movement apply throughout the Central Area. Further, the policies of Subsection B.3 also apply to the Area.

Efficient System	4.8.1	The operation and adjustments to the traffic system should be compatible with the safety and convenience of pedestrians, desired land uses, and other goals for the Central Area.
Roads	4.8.2	Roads and sidewalks should be properly maintained as part of the overall enhancement of the image and environment of the Central Area.

Through Traffic

4.8.3 In order to alleviate traffic problems and reroute through vehicular traffic, especially truck traffic, away from the downtown area, there will be a new transportation route which would link Burlington Street West to Highway 403. In this regard, planning for such a route should reflect the overall goals for the Central Area with special consideration given to resolving any potential problems arising from its impact on adjacent residential neighbourhoods, the waterfront, the environment and on traffic flow through the Downtown Core.

4.8.4 The existing system of major roadway and truck routes should be maintained and modified as required.

Diversion of Through-Traffic

4.8.5 In order to minimize disturbance and enhance the residential amenity, wherever feasible, through traffic will be encouraged only along roadways identified as major roads on Schedule "F".

Road Priorities

4.8.6 Any decision on the priority for new roads should take into account the importance of the Central Area in providing a high level of service to the whole Region, creating employment opportunities, energy efficiency, and improved environmental quality in terms of amenities and safety.

Parking

4.8.7 To preserve and promote the economic health of the downtown core as the Regional economic centre, sufficient parking spaces should be available. Parking facilities should be improved, both by the City and privately. These spaces should be conveniently located and operated in such a manner as to encourage their use for short term parking needs for shopping, entertainment and business. As such, parking should be provided in accordance with the following provisions:

(i) parking, loading and docking facilities for new development will be encouraged. Preference should be given to multi-level parking structures provided by the proponent or in co-operation with other developers to support an increased employment and shopping population;

(ii) on-street parking will continue to be reviewed for maximum use of the spaces and compatibility with safety, movement and environment needs;

(iii) Off-street parking lots will be encouraged in accordance with the policies of Sub-section 4.9; and

(iv) Major parking facilities should be located and arranged so as to minimize through traffic and reduce congestion. They will be encouraged to locate in the Downtown Core.

Pedestrian Movement

4.8.8 Council will encourage improvements to and expansion of the pedestrian circulation network which may consist of +15 pedestrian walkways sidewalks and communal areas in proposed development in order to enhance the attractiveness of the downtown core.

Vehicle/ Pedestrian Interface

4.8.9 Wherever feasible, vehicular and pedestrian traffic will be separated.

Pedestrian Access

4.8.10 Improved pedestrian access should be encouraged in the downtown core for the elderly, children and the disabled (e.g. wheelchair ramps).

Pedestrian Links

4.8.11 In accordance with the provisions of Subsection B.3.4 of this Plan, pedestrian walkways will be encouraged to form a continuous green space corridor linking the Escarpment to the Bay. These links will provide access to parks, residential areas, the Downtown and other pedestrian destinations in the City.

Bicycle Routes

4.8.12 The safe, convenient use of bicycles in a way that minimizes conflicts with pedestrians and vehicles will be encouraged, through the provision of bicycle routes throughout the Central Area.

4.8.13 A bicycle path system, similar to pedestrian links, will be encouraged to link the Escarpment and the Bay and provide access to parks, residential areas, the Downtown and other destinations in the City.

Public Transit

4.8.14 All forms of public transit should contribute to a convenient and coordinated system of transportation within the City. Accordingly, the downtown urban transit bus mall will be improved, as required, to ensure downtown's role as the primary focal point of transit service and thereby provide access to employment, commercial and cultural activity nodes in the Area.

Multi-modal Transportation	4.8.15	A multi-modal transportation terminal should be provided at the Canadian Pacific (formerly T H & B) station.
Rail Service	4.8.16	Commuter (GO Train) inter-city passenger rail services linking Hamilton, and all other centres should be improved.
Bus Services	4.8.17	The bus service between Hamilton and Toronto and Hamilton and surrounding communities within and beyond the Hamilton-Wentworth Region should be maintained and improved.
Transit Links in the City	4.8.18	For the convenience of users, innovative methods will continue to be encouraged in order to improve the efficiency of public transit linking the downtown core and other areas of the City and beyond.
Air Service	4.8.19	The use of Hamilton Airport should be encouraged as a stimulant to the economic well-being of the Central Area.

REGION OF HAMILTON-WENTWORTH

- RECOMMENDATION -

DATE: 1991 March 5

REPORT TO: Chairman and Members
Transportation Services Committee

FROM: L. D. Turvey
Commissioner of Transportation

SUBJECT: REGIONAL TRANSPORTATION STUDY
(TRA 91-015)

RECOMMENDATION:

a) That the Council of the City of Hamilton be advised that the analysis of optional transportation policies has been established as an on-going function within the Transportation Department.

L. D. Turvey, P.Eng.

BACKGROUND:

This report has been prepared in response to a request from the City of Hamilton to undertake a comprehensive regional transportation study. A copy of the correspondence from the City Clerk is attached.

The current Transportation Planning Program has the following primary objectives:

- To develop a regional travel demand forecasting model and data base to enable analyses of regional travel patterns and needs.

- To assist in the evaluation of major transportation projects and in the identification of future transportation requirements. This would include:

  - Assisting in analyzing staging options for the Freeway Project.
  - Providing input to Official Plan updates.
  - Input to capital budget requirements for roads and transit.

- A number of roadway network alternatives were prepared (Red Hill Creek Expressway, Limeridge Road, Mohawk-Golflinks Interchange) and tested as input to the freeway staging planning.

- A preliminary 2001 forecast of land use at the traffic zone level was prepared.

- An area reference system was developed and provided to DMG to facilitate the 1991 Travel Survey for the GTA.

The emphasis in the 1991 Transportation Planning Program will be in applying the modelling capabilities and data developed previously to the analyses of specific transportation issues facing the Region. Major activities in this area in 1991 will include:

- Red Hill Creek Expressway Alternatives Assessment Study. With the recent Provincial Government decision to withdraw funding for the north-south portion of this facility it is important to develop an assessment of the implications of this policy. An analysis will be undertaken of existing and future peak hour traffic volumes on alternative roadway networks with and without the north-south segment of the planned expressway. This project will be coordinated with the Freeway Project Office and the Engineering Department.

- An assessment of the implications on traffic patterns of other potential future major roadway projects impacting the Region such as the Industrial Perimeter Road, Highway 6 connection to Highway 403 and extensions of Highway 403 west to Brantford and east through Halton Region.

- An assessment of the potential changes in travel patterns in the Region with the planned expansion of GO Train services into Burlington and Hamilton. Work will commence on this study during 1991 and is expected to carry over to 1992.

In addition to these studies, a number of important program maintenance activities will be carried out in 1991. These activities are required to ensure that the modelling capabilities and data base are kept current. The activities include:

- Updating base roadway and transit networks to reflect changes and additions implemented to 1991.

- Participation in the 1991 Transportation Tomorrow Survey (by Data Management Group) and the 1991 Census coding project (by Statistics Canada).

- Ongoing participation in the Toronto Area Transportation Planning Steering Committee.

RE: REGIONAL TRANSPORTATION STUDY
TRA 91-015

A final area of activity in the 1991 Program will be the provision of travel demand forecasts to other Departments to assist with specific studies and capital budget planning. This will include providing traffic volume forecasts to Engineering Department, transit travel patterns to H.S.R. and general transportation forecasts to the Planning Department.

Throughout the process, the participation of the other affected Regional Departments is encouraged to ensure the analysis reflects current issues.

Based on the foregoing, the Region has been successful in establishing an on-going transportation planning capability in-house. By doing so, the information is updated continuously and a quick response to issues can be provided.

We are at a point where current transportation data will be available to the Planning Department in the revision to the Official Plan. Accordingly there is no requirement to commission a separate transportation planning exercise.

db

cc: R. Whynott, Regional Chairman
M. Carson, Chief Administrative Officer
G. Lawson, Commissioner of Finance

The main activities involved in the transportation planning process include:

- Collection and maintenance of data on travel patterns in the Region, in conjunction with the Data Management Group (DMG). DMG is a group established and supported by the Ministry of Transportation and the six Regional Municipalities within the Greater Toronto Area (GTA).
- Calibration of a computerized travel demand model to enable forecasts of travel behaviour.
- Development and testing of networks which represent Regional roadway and public transit networks.
- Preparation of forecasts of population and employment to represent likely land use scenarios.
- Forecasts of peak hour automobile and transit volumes for specific networks and land use scenarios.
- Identifying deficiencies and assessing the effectiveness of roadway and transit projects.

The Program also provides liaison with the Data Management Group (DMG) in terms of coordinating data and travel forecasts for the Greater Toronto Area (GTA). This coordinated effort has not only ensured a consistent approach in travel data management but it has considerably reduced the costs and effort for the regional municipalities in transportation planning.

At the beginning of 1990, the program was still primarily in a developmental phase. The status can be summarized as follows:

- The calibration of the model to 1986 travel data was underway.
- The existing network development was largely completed.
- Transportation Tomorrow Survey (TTS) data was available only at the TARMS zone level and preliminary 1986 Census place of work data was available.

During 1990, substantial progress was made to bring the travel demand forecasting capabilities to a full production stage. The major achievements included:

- The 1986 base year calibration and the base year (existing) road network was finalized.

K.E. AVERY
CITY CLERK

J.J. SCHATZ
EPUTY CITY CLERK

THE CORPORATION OF THE CITY OF HAMILTON
OFFICE OF THE CITY CLERK

CITY HALL
HAMILTON, ONTARIO
L8N 3T4

TEL: 546-2700
FAX: 546-2095

1990 February 19th

Mr. Robert C. Prowse
Regional Clerk
Regional Municipality of Hamilton-Wentworth
P. O. Box 910
Hamilton, Ontario
L8N 3V9

Dear Mr. Prowse:

Please be advised that Hamilton City Council at its meeting held Tuesday, 1990 February 13th APPROVED Section 19 of the FOURTH Report for 1990 of the Planning and Development Committee as follows:

19. (a) That the recommendations of the Central Area Plan Implementation Committee, in their report dated 1990 January 22nd, respecting a Regional Transportation Study and the proposed Perimeter Road be forwarded to Regional Council for consideration.

(b) That the City Clerk advise Regional Council that the Planning and Development Committee endorses C.A.P.I.C.'s recommendation on the need for a comprehensive Transportation Study to be undertaken.

Would you please ensure that the appropriate action is taken with respect to this matter.

Yours very truly,

K. E. Avery
City Clerk

KEA/SKR/dbm
Encl.
c.c. - Mr. A. Georgieff, Director of Local Planning
Attention: Mr. Mark Cornell, Secretary
C.A.P.I.C.

FEB 07 1990

U.S. expert fears cars will ruin 'amazing' Metro

By Christopher Hume
TORONTO STAR

ONCE UPON a time, Tony Hiss thought Toronto would show the rest of North America what a city could be. Now he's not so sure the fairy tale will have a happy ending.

The New York author's ideas about how people are affected by their environment have started to change the way urban planners, architects and politicians view the city.

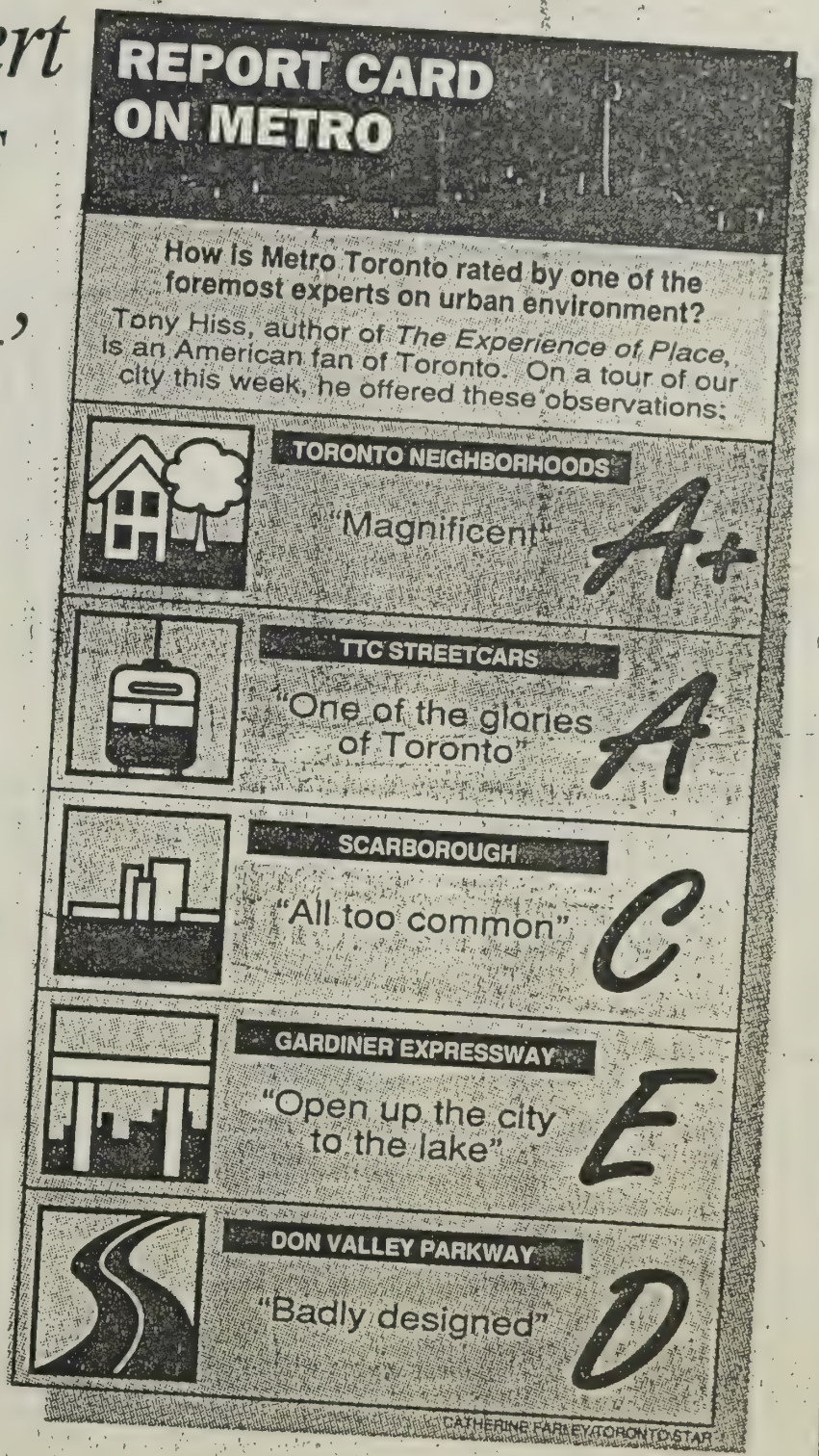
He says development is desirable as long as it takes people into consideration, nourishes them and provides them with a sense of connection to nature and their fellow beings.

Hiss, 49, came to town this week at the invitation of the City of Toronto planning department and the Toronto Society of Architects to give a public lecture and meet informally with city officials.

Though Hiss is still impressed by what he sees — he cites the "amazing landscape" — he's no longer certain we haven't fallen victim to the same pressures that have killed so many American cities.

"When I visited Toronto in 1989," he says, "I came on a pilgrimage to a city that still had great public transit. This time I was shocked by how much it felt like an automobile city. I thought Toronto was going to lead the way into a future where public transit had the edge over the car."

As far as Hiss is concerned, public transit — especially streetcars and subways — are a key ingredient in any successful urban situation.



Aside from eliminating vast quantities of carbon monoxide, mass transit binds us together and connects us to the city.

Hiss calls the Red Rocket streetcar "one of the glories of Toronto (and) one of 20th-century transportation." He talks lovingly about how the 60-year-old vehicles have 65 forward speeds and represent "the only attempt to design a streetcar based on passengers' experience."

The problem, according to Hiss, is that we don't have enough streetcars or enough streetcar lines.

"Dynamic and sophisticated public transit was not extended to the suburbs. The urban sprawl here as everywhere else has been based on the car."

He advocates a system of express subways and neighborhood streetcars organized on a local as well as regional basis.

"These approaches have been used in Paris with tremendous success," he says. "But North America is a whole generation behind. You can

Please see DON'T/back page

Don't let traffic destroy 'amazing' city, expert says

Continued from page A1

afford to lose one generation but if you lose two it's almost impossible to catch up."

He also recommends Metro planners take a serious look at Portland, Ore., where streetcar drivers can actually control traffic lights mechanically. It gives transit drivers the right of way and has resulted in "dethroning the automobile."

With a more comprehensive transit system, Hiss argues, city planners could set about ridding Toronto of the super highways such as the Gardiner Expressway.

"It's not for me to suggest you tear down the Gardiner but there must be ways to open up Toronto to the lake, which is the natural focus of the city."

He points to the experience of Boston and Paris where major autoroutes have been buried and large areas of the cities reclaimed.

"You have an amazing landscape here," Hiss continues, "with the rivers and streams leading to the lake and the plateau further north. It's a striking place to build a city. Now it's a question of making connections between the city and the natural landscape — lake, ravines, rivers, escarpment. River systems are a way to feel connected with the lake."

Even the Don Valley Parkway, which runs down "one of the most gorgeous areas of the city," is so "badly designed . . . that it divorces people from their sense of connection with it."

Connection and being connected are words that crop up again and again in Hiss' speech. He insists that the only true measure of a city's success is the degree to which it can provide such an experience.

That's why he's so enthusiastic about Toronto's many different neighborhoods. He lauds them as "magnificent" and compares them with suburbia, which he finds anonymous and, therefore, unsuccessful.



Hiss

"Scarborough," he admits "reminds me of a lot of other outer-ring suburbs that are all too common in North America. The next step is to start the kind of infill that can make places like Scarborough into cities in their own right."

Other observations from Hiss include a warning about turning major downtown routes into one-way thoroughfares, which Mayor Art Eggleton suggested recently for Yonge and Bay streets.

"It's interesting that (Eggleton) would propose one-way streets when other North American cities are de-one-waying theirs. Don't fall for it; it's a concept that's about 40 years out of date. It has been shown to have more negative effects than positive."

On the other hand, he loves the city's Main Streets initiative which calls for a program of downtown intensification — putting up four or five-storey buildings with shops and apartments.

"Things are moving so quickly that we have to be able to deal them consciously. I'd start looking at downtown; it developed awfully fast and at a time when no thought was given to people's needs. A lot of stuff that got thrown up in the last few decades was off the rack. Much of it will deteriorate over the next few years.

"That means there's a chance to build the city in a new way. If New York is a full moon, Toronto is a new moon. And nothing's as exciting as being in a city that's in the process of becoming what it can be."

MORE NEWS/E6,E8

CITY OF HAMILTON

- RECOMMENDATION -

DATE: 1991 April 16
T124-15

REPORT TO: T. Agnello, Secretary
Transport and Environment Committee

FROM: L. D. Turvey. P. Eng.
Commissioner of Transportation/Environmental Services

SUBJECT: GO Transit Service Expansion
Environmental Assessment Act Review

RECOMMENDATION:

a) That the City of Hamilton advise the Ministry of the Environment that it concurs with the Environmental Assessment prepared for the Go Transit Service Expansion Program;

b) That Go Transit be requested to continue to work with the City of Hamilton in the design of the TH&B Station and the pedestrian links in the area;

c) That Go Transit be encouraged to increase the frequency of service to the TH&B station as quickly as feasible.

Prepared by:
G. S. Aston, P. Eng.
Acting Director of Engineering Planning

Approved for submission by:
E. M. Gill, P. Eng.
Senior Director Roads

FINANCIAL/STAFFING/LEGAL IMPLICATIONS:

N/A

BACKGROUND:

The Environmental Assessment Report for the expansion of the Go Transit service was jointly submitted to the Minister of the Environment by Go Transit and the Ministry of Transportation on December 6, 1989. The government review of the document was now released on March 20, 1991 and has been analyzed by this Department, the Planning and Development Department, the Traffic Department, and the H.S.R.

Cont'd .....

GO Transit Service Expansion
Environmental Assessment Act Review

Cont'd .....

The purpose of the undertaking as described by Go Transit is:

"The purpose of the undertaking is to provide the necessary facilities that will allow the improvement of GO Train Service in the Study Area. The purpose of the improvement in service include:

- *providing a balanced transportation network and an alternative commuting mode to the automobile;*
- *removing or reducing problems with the existing GO Transit service to Hamilton; and*
- *supporting the economic growth aspirations of the Region of Hamilton-Wentworth through improving transportation links between Hamilton and Toronto."*

The Environmental Assessment study concluded that this undertaking could best be accomplished by:

"the provision, operation, and maintenance of the infrastructure required to shift GO Train Service in Hamilton from the CN corridor to the CP corridor (with passenger service terminating at the CP/TH&B Station) and the incremental increase in GO Train service up to the level of service that can be accommodated by the existing single track through the Hunter Street Tunnel. More specifically, the infrastructure which will be required to implement the undertaking is outlined in section 6.1 of the EA and can be summarized as follows:

* *a single additional track from the vicinity of Cumberland Avenue in Burlington to Hamilton Junction on CN Rail's Oakville Subdivision in Burlington, and in the CP Rail corridor for Hamilton Junction to the west portal of the Hunter Street Tunnel in Hamilton;*

* *two stations - one near Waterdown Road in Burlington with a large parking area and access from Highway 403, and a terminal in Hamilton that will incorporate the functions of the Hamilton Bus terminal at the CP/TH&B Station;*

* *modification of the Victoria Avenue Yard in Hamilton to allow GO Train storage."*

The timing of the increases in level of service is shown on the attached Table 1. It should be noted that no specific recommendations regarding staging are made in the EA. Under the 1988 CP freight schedule the existing tunnel could accommodate a maximum level of GO Train service in the order of 20 trains per day. The reconstruction of the tunnel is therefore not included as part of the preferred alternative; if and when the tunnel is reconstructed, it would be the subject of a separate environmental assessment.

Cont'd.....

GO Transit Service Expansion
Environmental Assessment Act Review

Cont'd .....

The Government review concluded that there were no outstanding concerns which require the proponent to undertake further action. None of the Government reviewers indicated dissatisfaction with the document, the undertaking, or the proponent's planning process.

The Environmental Assessment Branch, however, while not questioning the preferred alternative on any technical ground, had concerns that, *"the planning and documentation for this project, as contained in the EA, has significant shortcomings with respect to an environmental assessment method of analysis"*.

The aforementioned departments after reviewing all the documentation, are satisfied that the analysis done by the proponent was satisfactory to determine the necessary facilities that will allow the improvement of Go Train Service in the Study Area.

Various departments are working in close cooperation with GO Transit and their consultants in the design of the TH&B station and pedestrian links surrounding the site and this should continue.

An increase in the level of train service to Hamilton will be of substantial benefit to the City and should be encouraged at the earliest possible time.

GSA:ja
Attach.

No GO at Hunter Street train station, petition urges

By BARBARA BROWN
The Spectator

A PETITION signed by 105 regular GO train riders is calling on the Ontario government to reconsider shifting train service to Hunter Street in Hamilton.

The 6.45 a.m. commuters say the plan to switch GO trains from the Canadian National Railway tracks on James Street North to the former TH&B station and rail corridor on Hunter Street is insensitive to their needs.

The TH&B site won't accommodate park-and-ride commuters and they don't want to drive to GO's future Aldershot station in Burlington, the petition states. The James Street site has about 200 parking spaces.

Spokesman Manfred Deitrich, who returns on GO from his Toronto job at 7.15 each night, said only five of 110 people canvassed on the early-morning train out of Hamilton declined to sign the petition.

Coming from all parts of the region and as far away as Brantford, many said they drive to the GO station because taking a bus at 6 a.m. adds considerable travelling time to an already long day, said Mr. Deitrich.

"It is a long day. I'm not complaining because I choose to live in Hamilton just as I choose to work in Toronto ... I just don't think it's civilized to expect a Hamiltonian to drive to Burlington in order to be able to park their car at a GO station," he said.

Hamilton currently has three GO trains a day carrying about 400 passengers. However, a $120-million plan to bring up to 20 trains a day to the Hunter Street station — the actual number will depend on demand for service — is part of a 10-year GO Transit strategy.

Earlier this month, the Ontario Ministry of the Environment ran



Dolores Marks: joke

an announcement in The Spectator giving area residents 30 days to submit written responses to a government review of GO Transit's environmental assessment.

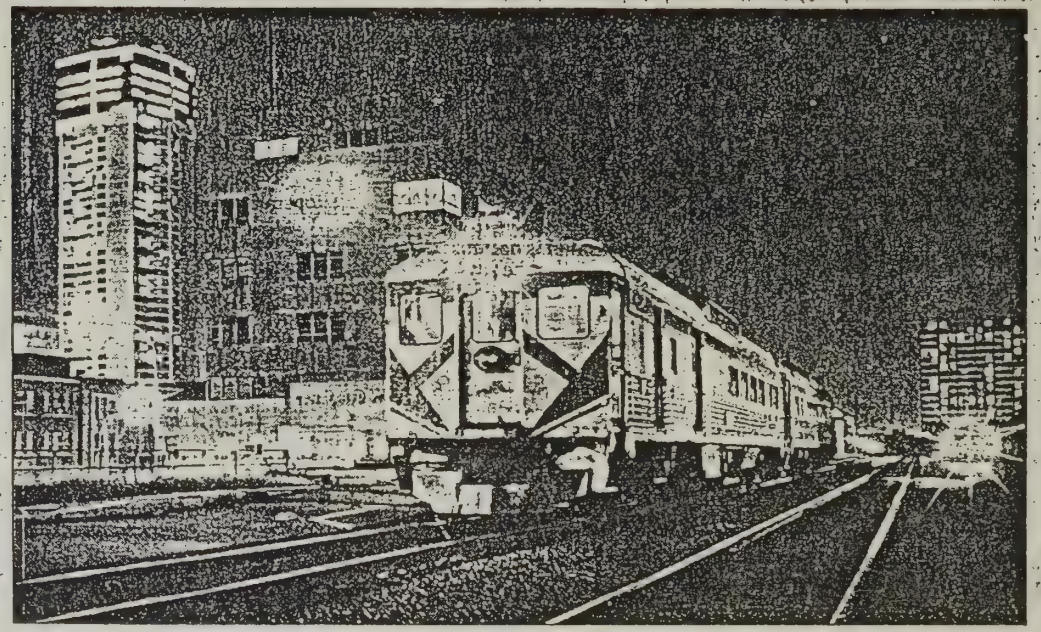
Donna Watson, of the ministry's environmental assessment branch, said only three or four submissions had arrived as of yesterday. Public comments will be accepted until next Wednesday.

Environment Minister Ruth Grier can either approve the project or call for a public hearing.

Gil Simmons, of Bay Street North, one of those who did write Ms Grier, described the proposed shift of Hamilton GO train service to Hunter Street as a "wasteful, restrictive and unproductive use of provincial public transportation funds."

The plan is short-sighted, she said, because it inhibits future expansion of GO train service east to Stoney Creek, Grimsby, St. Catharines and Niagara Falls. CN's line already runs to these communities.

If approved, she argued, the project would impede Hamilton's potential as a commercial and industrial hub in this region and in the greater Niagara peninsula.



A 1986 photo showing TH&B Hunter Street station in background.

She said a downtown GO station serves only "narrow local interests" and would "prevent opening up of wider spread opportunities outside the Toronto-centred region."

Dolores Marks, a veteran civic activist, also sumbitted a brief opposing the proposed GO train route.

The Robinson Street resident said Phase One of the project, which calls for a $30-million renovation of the old TH&B station and an upgrade of CP tracks and signals within the city, would be a costly mistake creating havoc and traffic congestion on Hunter Street.

"It's too tight in any way, shape or form you want to look at it," she said. "It's an absolute joke. That (TH&B) station never did have any class or any degree of eye-catching attraction as the old CNR station has and always had."

Miss Marks believes the existing CN/VIA station and tracks could easily handle more GO trains in a less disruptive fashion and at lower cost to the public purse.

"Just look at the way everybody is screaming about the (provincial) budget and the deficit. We cannot afford to waste or misplace even one penny," she said.

Hamilton Alderman Don Drury, who supports continued GO service on the CN line, said he believes GO must eventually expand east to the Niagara peninsula, which would someday make the Hunter Street station "a white elephant."

Mr. Drury said residents east of the proposed GO station may not realize yet that CP's Victoria Avenue yard is being recommended as a likely layover site to park trains overnight.

"That's fairly close to a residential area, where trains will be starting up at 4 a.m. or 3.30 to get warmed up during the winter. I think those residents, once they realize what GO means, trains sitting there idling for hours in the early morning, then they're not going to be too pleased."

Hamilton Spectator

May 2, 1991

5

CITY OF HAMILTON

- RECOMMENDATION -

DATE: 1991 April 30

REPORT TO: Mrs. Susan K. Reeder, Secretary
Planning and Development Committee

FROM: Mr. J. G. Pavelka, P.Eng.
Director of Public Works

SUBJECT: Central/Beasley P.R.I.D.E. Housing Intensification Programme; 1991 to 1993 Ministerial Allocation

RECOMMENDATION:

a) That the City of Hamilton notify the Ministry of Municipal Affairs of its intent to utilize the Central/Beasley P.R.I.D.E. Housing Intensification allocation of seven hundred and twenty thousand dollars ($720,000.) to equal a total project cost of one million, four hundred and forty thousand dollars ($1,440,000.); and,

b) That the Central/Beasley P.R.I.D.E. Housing Intensification Programme, Project No. 177.0 be proceeded with at a total cost of one million, four hundred and forty thousand dollars ($1,440,000.) as contained in the 1991 to 1995 Capital Budget Programme.

J. Pavelka

Mr. J. Pavelka, Director of Public Works

FINANCIAL/STAFFING/LEGAL IMPLICATIONS:

The Central/Beasley P.R.I.D.E. Housing Intensification Programme was included in both the 1990 to 1994 and the 1991 to 1995 Capital Budgets most recently as Item No. 177.0 and was approved on 1991 February 23 in the First Report of the Finance and Administration Committee for 1991.

...../2

BACKGROUND:

On 1991 April 08 the Mayor received an announcement from the Ministry of Municipal Affairs, Community Development Branch attached as Schedule 'A' that the City of Hamilton had been successful in its application for financial assistance for the Central/Beasley P.R.I.D.E. Housing Intensification (H.I.N.T.) Programme. This application was made based on authorization received by City Council 1988 October 25, Section 5 of the 21st Report of the Planning and Development Committee. The Housing Intensification Programme, administered by the Ministry of Municipal Affairs for the Ministry of Housing, is designed to assist municipalities to meet the ever increasing demands for Housing Intensification in Ontario. Items such as improvement of existing infrastructure to support more residential units, creation of new units, street and sidewalk beautification and land and building acquisition for demolition and clearance are eligible.

Presently, the Community Renewal Section of the Public Works Department is implementing the Central/Beasley P.R.I.D.E. Programme at a total cost of six hundred and twenty-seven thousand dollars ($627,000.) within the Community Improvement Project Area described by the map attached as Schedule 'B'. A Community Improvement Plan has been approved by the citizens at a public meeting and approved by Council, 5th Report for the Planning and Development Committee, 1991 March 26. This Community Improvement Plan, for the purpose of implementing the Central/Beasley H.I.N.T. Programme, will require further public input and addendums. Once recommendations for expenditure of the P.R.I.D.E. H.I.N.T. dollars have been formulated, a comprehensive report will be forwarded to the Planning and Development Committee for approval.

cc: Alderman V. Agro, Ward Two

Alderman Wm. McCulloch, Ward Two

Mr. E. Matthews, City Treasurer
Treasury Department

Ms. P. Noe Johnson, City Solicitor
Law Department

Mr. A. Georgieff, Director
Local Planning

THE CORPORATION OF THE CITY OF HAMILTON
City Hall, 71 Main Street West, Hamilton, Ontario L8N 3T4 800-0613

CENTRAL/BEASLEY CITIZENS' ADVISORY COMMITTEE

MINUTES OF MEETING

1991 APRIL 10

7:00 P.M.

PROPERTY DEPARTMENT'S BOARD ROOM

PRESENT:	J. McNeilly	Chairperson
	D. Ducharme	
	P. Fam	
	A. Raymond	
	H. Bluscke	
	J. Drake	
	D. Wallace	
	S. Habensus	
	E. Ward	
	Father Smith	
ALSO PRESENT:	V. Ford	
	D. Traves	
	C. Forsyth	Chairperson, CAPIC
	H. Milsome	Public Works/Streets and Sanitation
ABSENT:	D. Bursey	
	G. D'Aurelio	
	J. Macaluso	
	V. Piccolotto	
	M. Karl	
	A. Verrall	
REGRETS:	Alderman W. McCulloch	
	Alderman V. Agro	

J. McNeilly called the meeting to order at 7:10 p.m. suggesting that the Consultant's presentation be brought to the beginning of the agenda and, if time permits, to go through any other items. The Committee agreed.

1. **Review of Central/Beasley Master Plan - Victor Ford and Associates**

V. Ford displayed three plans for Central/Beasley namely: Master Plans for both the New Beasley Park and McLaren Playground and, the Initial Concept for the Cancord Property. Furthermore, he had prepared cost estimates for all three but cautioned they were initial costs only, explaining that the estimate for Beasley Park is $600,000. plus contingenices, $70,000. for McLaren and $20,000. - $25,000. for Cancord. V. Ford requested the Citizens' Advisory Committee (CAC) review the Plans with him after which he hoped priorities could be set by the CAC.

V. Ford walked through the Beasley Park Master Plan with the Committee while D. Taves distributed a copy of the Initial Cost Estimate. V. Ford explained that he had met with the Community Renewal Section and Parks Development Section both of the City's Public Works Department to review the Plans. The Parks Development Section were extremely enthusiastic, commenting that to make the park special something unique should be placed in it. V. Ford then went into detail respecting the Team Play Area, Skateboard Facility, Walkways which they have tried to link all through the Park, Lockwood Motors and Ferguson Avenue. He explained they have tried to combine vehicle access with the walkways in order for Ontario Hydro staff to have access to their property. A. Raymond referred to D. Dube's report at the last meeting wherein he advised the hydro readings were high. J. McNeilly replied that, according to Ontario Hydro the readings were NOT high but questionned their acceptance. V. Ford stated he had not seen a report.

D. Ducharme commented that he liked the entrance from Wilson Street he felt it more aesthetically pleasing and would attract more people to the Park.
P. Fam expressed her pleasure with keeping the skateboard area as it was well used.

V. Ford then brought everyone's attention to the parking for the School which will remain more or less the same. He did mention that if necessary, a recreation centre could be added if it was considered important. H. Bourske advised that if the parking was moved it would have to stay on the School property.

V. Ford elaborated on the central area of the park suggesting that there be a variation of activities including a spray pool, young childrens' area, seating, trees, and an area for open play. D. Wallace commented that he liked what he saw. He questionned though if people would miss the Park from Ferguson Avenue and whether there is a chance of working with Lockwood Motors to develop this area i.e. planting, etc. He also questioned whether the City could come-up with other land for the dead cars and advised that an area of land near Victoria Avenue has been suggested. V. Ford replied that if that was the case, the area made vacant by Lockwoods could be developed. V. Ford reiterated that he would like to get input from the members in order to start work on the Working Drawings so things could get started this year.

Discussion then turned to transients that may sleep in the park etc. V. Ford explained that he proposed fairly high levels of lighting in the Park.

D. Ducharme questionned J. McNeilly as to how discussion regarding the Lockwood Motors acquisition were going. J. McNeilly replied that they were not moving very quickly and will prove extremely expensive.

V. Ford then turned to the site near the Mills. J. McNeilly asked how wide is the turning radius compared to what it existing at the present time. V. Ford replied he believes there is a wider turning radius in the Plan.

J. Drake explained that he had asked D. Dube if the alleyway by the Mills could be purchased. D. Travis explained that while he was at the Park he had seen the firefighters surveying the alleyway and believes, for safety reasons, it is important for the alleyway to remain.

V. Ford then went through the Initial Cost Estimates for Beasley Park.

E. Ward expressed her concern with the Ontario Hydro trucks coming near to the children playing in the area. J. McNeilly explained that they only access the park approximately three or four times per year. V. Ford also advised that bollards with keys will be present which will not allow other vehicles in the Park. E. Ward suggested that an arrangement be made so that Ontario Hydro does not access the Park in the peak play times. This was agreed.

H. Bluscke stated he didn't particularly like the walk through the play area by the School. V. Ford replied that there is already one existing and they aren't changing anything. A. Raymond suggested it could be gated.

Discussion then turned to the buffering area near Cannon Street. D. Ducharme informed the Committee that he has a friend who has a field of Blue Spruce and could sell them quite cheaply. V. Ford responded that they try to limit contractors on sources for material. J. McNeilly asked V. Ford if he was proposing trees of approximately 3". V. Ford replied he was. J. McNeilly advised that the same had been planted at Lucy Day Park and they are still pulling up dead ones. D. Wallace advised that he had asked D. Dube if volunteers could be used for such items as tree planting and had been advised by D. Dube that yes, it would be possible. He asked whether it would be possible to have volunteers in the Park digging holes. V. Ford replied he liked the idea of volunteers as long as the concept it channelled in a specific way due to laibility. D. Ducharme suggested that volunteers could buy a tree for $5.00 and plant it. V. Ford agreed that volunteers should channel their energy into something specific i.e. an urban forest. D. Wallace suggested tailoring some aspects as community action. V. Ford replied that in his experience volunteer work on a day's event is successful and would certainly support something to that nature, it gives a sense of ownership, as like picking up garbage. J. McNeilly felt watering the grass is key too. D. Ducharme assumed the City maintained parks. J. McNeilly responded there is a problem with the increase of parks but no increase to parks maintenance budget.

At this point there was a five minute break.

V. Ford then turned to the McLaren Park Master Plan. explaining that the initial cost is $70,000. He explained the Plan had nothing too drastic in it. The proposals were: upgrading the play area, shifting the basketball area, more greenery to the Park as a whole, upgrading the fence in a few areas, maintaining park building i.e. a new roof, seating, something vertical along the fence i.e. climbing aparatus, the proposal to close off some fence access from John Street North and proposed access closer to the intersection.

At this point Father Smith arrived at the meeting.

J. Drake questionned where one could flee if they were trapped in the Park. C. Forsyth agreed that there was a need for two entrances to the park and to make sure there is lighting in the Park. V. Ford responded there is lighting in the Park now it could be upgraded which isn't in the estimate, he suggested to keep the existing lighting and upgrade in Beasley.

J. Drake advised he had picked up a copy of the Fence By-law which states you are not allowed to erect a fence more than nine foot. He questionned whether the City could order Lockwood Motors to remove the fence. D. Wallace responded it may be more unsightly once the fence is down that with the fence up as it hides all the dead cars. Discussion ensued respecting the Lockwood fence. V. Ford suggested trees be planted by the fence. J. McNeilly to check on the by-laws etc.

C. Forsyth questionned whether water service was available in the Park. D. Travis explained there was a vault in place. J. McNeilly reiterated the importance of watering the grass and referred to Adopt-A-Park where watering would be one aspect looked after by the residents.

J. Drake questionned access to Catherine Street. D. Ducharme responded the owner is expecting someone from the City to speak to him and mentioned he is considering a lease. J. McNeilly to get the information from D. Ducharme.

C. Forsyth suggested if there is something there that is desired to go for the whole area i.e. Catharine Street access. There are legal procedures inplace to acquire property i.e. Stinson park. He commented that land assembly is a critical issue. He also expressed his disturbance with the maintenance or lack of it in the parks. He thought a group like CAC could go to the Planning and Development Committee and Aldermen with the very serious problem of lack of ongoing maintenance. V. Ford advised that hopefully, the park designs he is creating, maintenance would be minimal. Discussion continued on this subject. J. McNeilly suggested the CAC has got to develop a good relationship with the Parks Maintenance staff, as the downtown B.I.A.'s have done.

V. Ford then drew everyone's attention to the Cancord Concept explaining that the proposals included: moving the childs' play area, including some trees, picnic tables,

minor grading, park sign, etc. P. Fam asked if the monies were not used for the Cancord concept what would V. Ford spend the money on. V. Ford replied there were a lot of possibilities. D. Wallace questionned if the price included consultant fees. V. Ford explained they did not, it was for development costs only. He further advised there is approximately $450,000.-$500,000. to work with and, J. McNeilly has advised there could be an additional $100,000. which will bring the total to approximately $550,000-$600,000. J. McNeilly elaborated on the P.R.I.D.E. Anti-Recession allocation.

J. Drake made a suggestion that popular trees could be used around the southern boundary of the Cancord Park.

V. Ford asked for input and priorities from the Committee.

J. Drake felt the centre of Beasley Park should not be focussed on a tot lot. D. Ducharme liked the spray pool feature but believed it would be better suited in the McLaren park. C. Forsyth asked what the demographics of the area were. D. Ducharme explained the demographics and, V. Ford advised that, upon talking with M. Domagala the demographics are changing.

J. McNeilly thought the childrens' area in the centre of Beasley Park was ideal as it was away from any traffic and there really couldn't be a safer area for them. D. Ducharme reiterated that the spray pool would be better suited to McLaren Park being more active while Beasley is more of a passive park. V. Ford explained he has tried to create a balance in all parks, both active and passive.

D. Ducharme felt a lot of money would be spent on expropriating houses for the Beasley Park. He felt the focus was on Beasley Park and wanted to explore the options available. Discussion ensued respecting the various options for the parks in question. V. Ford informed the Committee the time to change the Plans is now, changes cannot be made halfway through the Working Drawings. He suggested that he expand on the Plans and come back and get priorities from the Committee. All agreed. J. Drake requested that V. Ford design Lockwood Motors property into the Plan as if the property was already owned, likewise with McLaren Park. This would allow the Committee to take the Plans to the City showing what they want. D. Wallace also requested that Ferguson Avenue redevelopment be shown but not on too much detail.

2. Next Meeting

The next meeting is scheduled for 5 o'clock, Monday, 1991 April 22, Amity, 225 King William Street, to discuss the items remaining on today's agenda. The meeting will be followed at 7 o'clock by a presentation by V. Ford of the expanded Plans.

3. Adjournment

The meeting adjourned. Time 10:10 p.m.

CENTRAL/BEASLEY CITIZENS' ADVISORY COMMITTEE

MINUTES OF MEETING

1991 APRIL 22

5:00 P.M.

AMITY'S MEETING ROOM, 225 KING WILLIAM STREET

PRESENT:	J. Drake	Chairperson
	D. Ducharme	
	P. Fam	
	A. Raymond	
	H. Bluscke	
	S. Habensus	
	J. Glacintl (for A. Verrall)	
	Father Smith	
	E. Ward	
ALSO PRESENT:	J. McNeilly	Public Works/Streets and Sanitation
	H. Milsome	Public Works/Streets and Sanitation
ABSENT:	D. Bursey	
	G. D'Aurello	
	J. Macaluso	
	V. Piccolotto	
	M. Karl	
REGRETS:	Alderman W. McCulloch	
	Alderman V. Agro	

J. McNeilly asked for volunteers to Chair the meeting in D. Wallace's absence. J. Drake accepted. The meeting was called to order at 5:15 p.m.

H. Bluscke distributed a copy of an article respecting radiation from electricity entitled "The Killing Fields" (attached).

1. **Minutes**

J. Drake felt it was intolerable to have the minutes of the previous meeting, delivered by staff for review only at the time and place of the next meeting. It does not allow members the opportunity to preview the minutes for amendments or to research,

consider and formulate effective business arising from those minutes in such a way as they can come to a meeting prepared to deal with the minutes in a brief amount of time. He suggested that since City staff is either unwilling or unable to provide timely minutes to this Committee, he made the following motion:

1. **That this Committee hire a stenographer from a secretarial service who can take shorthand, type and provide this Committee with lazer printed minutes on a "next day" basis.**

2. **That the stenographer be responsible to whom ever this Committee selects as Chairperson.**

3. **That these services be paid for out of P.R.I.D.E. funds and the bill for such services be directed to J. McNeilly, Department of Public Works.**

At this point J. Giacinti introduced himself to the members indicating A. Verrall couldn't make today's meeting and had sent him instead. All the members introduced themselves.

The floor opened for discussion on the minutes. J. Drake felt the minutes should be sent out within two days of meetings as they are a tool to work with for both the members and consultants.

D. Ducharme felt that the 5% administration cost taken from the total P.R.I.D.E. allocation would pay for the cost of hiring a stenographer which would mean additional costs are not an issue.

J. McNeilly explained the short staff situation in the Community Renewal Section and hopefully D. Dube's position will be filled shortly. She further explained that H. Milsome has volunteered to take the minutes on top of her regular duties. She felt two days to send the minutes out was unreasonable and suggested a few days prior to the meeting should be acceptable. J. Drake disagreed.

D. Ducharme felt that the Committee was being patronized. He wanted to go on record as saying this has been the worst case of community development he has been involved with in the fifteen years of his involvement with community development work. He felt for a meaningful process the minutes have to be out ahead of time. J. McNeilly suggested if the Committee accepted briefer minutes not verbatim they may be ready sooner. D. Ducharme felt that verbatim was not the issue; the minutes should have all detailed pertinent information such as brainstorming ideas, priorities etc. J. Drake reiterated his concern that the Consultant should be aware of what the Committee has requested him to bring with him at tonight's meeting. J. McNeilly explained that the Consultant got direction from last week's meeting also, she spoke to him by way of telephone last week. She understood their concern with the minutes and assured the Committee she would try to have them out earlier. J. Drake asked H. Milsome if she could have tonight's minutes out within two days. H. Milsome explained she had meetings to attend tomorrow as well as her regular duties. J. Drake questionned how long it would take to type the minutes. H. Milsome responded that it would take at least half a day to type.

It was MOVED by J. Drake, SECONDED by D. Ducharme and CARRIED that:

1. **That this Committee hire a stenographer from a secretarial service who can take shorthand, type and provide this Committee with lazer printed minutes on a "next day" basis.**

2. **That the stenographer be responsible to whom ever this Committee selects as Chairperson.**

3. **That these services be paid for out of P.R.I.D.E. funds and the bill for such services be directed to J. McNeilly, Department of Public Works.**

4. **That funds be taken out of the existing 5% Administration Fee.**

2. Ferguson Avenue

J. Drake distributed a package he had compiled respecting Ferguson Avenue (attached). He advised that on 1991 April 09 he spoke with C. Forsyth, Chairman of C.A.P.I.C. to ask him how we could get the Ferguson Avenue Review Team interested in joining with us in pushing for Beasley Park frontage on a redeveloped Ferguson Avenue. As you know, the Official Plan indicates this land use.
C. Forsyth informed him that he was disappointed that the Ferguson Avenue Review Team did not appear to be sitting regularly. He advised J. Drake that the Co-ordinator for that project was J. Pacey, who could be contacted in Community Renewal (1st Floor, City Hall) 546-4980 for details on the Committee.

J. Drake informed the Committee that on 1991 April 10 he met with J. Pacey who informed him that the Ferguson Avenue Review Team was an in-house committee set-up to review Ferguson Avenue. She indicated that their work was done, that they had submitted three reports and, that they were no longer sitting. The Review Team submitted their reports to the Planning and Development committee, which is currently Chaired by Alderman F. Lombardo. J. Pacey informed J. Drake that nothing will happen on Ferguson Avenue until a Consultant is hired, and, that in any case, the Project would be administered by the Downtown Action Plan Committee, of which the Chairman is Alderman W. McCulloch. J. Pacey was good enough to give him copies of two of the reports she had on file which are attached.
J. Drake then drew everyone's attention to the report dated 1991 January 15 to the Planning and Development Committee. J. McNeilly explained that the report had not gone to the Planning and Development Committee due to budget cuts. J. Drake then went through the package he had prepared on Ferguson Avenue.

At this point J. McNeilly asked J. Drake to calm down.

J. Drake then expressed his concern with the whole process saying it is about time that this Committee makes it abundantly clear to J. McNeilly that this Committee will no longer work to the City's agenda. The City had asked the residents to come forward to participate in the P.R.I.D.E. process for which they are grateful. However, the Committee is working on a community plan which was built by the Community

Development Department and mailed to us before we ever met rather than on a plan developed by the community, which is - or should be - our purpose. Even as it is there are many items the community development plan which this Committee would like to accomplish but our efforts are being thwarted by a begrudging City staff that will not give the information we need and the time to work with it. As for the Consultant, it is J. Drake's impression that the Committee is trying to design Beasley and McLaren parks and are relying on the Consultants to assist with logistical support. On the other hand it is his impression that the Consultants in conjunction with City staff are trying to design these parks and get the Committee to approve their Plan. It is time for the Consultant to realize that it is the Committee, not they, that will set the priorities, and, in order for the citizens to do that, they must provide them with the materials asked for and wait.

J. McNeilly reminded J. Drake that if P.R.I.D.E. monies were to be utilized the Plans must be implemented. D. Ducharme asked what the Consultant's were here for. J. McNeilly replied they are going to present expanded concepts and the Committee would give them general comments. D. Ducharme asked if the Consultants are paid for every meeting they attend. J. McNeilly explained no, they were paid in a lump sum. D. Ducharme inquired how many meetings prior to approval of the Plans are scheduled. J. McNeilly replied two. Also, once the Committee has approved the Plans a report must go to the Parks and Recreation Committee and on to Council. D. Ducharme felt that they were not given enough time. S. Habensus echoed J. Drake's feelings that the Committee was being propelled into something that the City and Consultant wanted, not what the Committee wants. i.e. the spray pool.

J. Drake suggested all members discuss amongst themselves the priorities and then talk to the Consultant. J. McNeilly mentioned the Consultants wouldn't hold the Committee to exactly six meetings. After much discussion the following motion was carried.

It was MOVED by J. Drake, SECONDED by S. Habensus and CARRIED that the meeting scheduled for 7:00 p.m. this evening with the Consultants becancelled, and that J. McNeilly inform them immediately of this decision and that they will be contacted to arrange another meeting once they have supplied us with the list of materials on Schedule 'B' (attached).

At this point J. McNeilly went to try and contact the Consultants and the Committee took a 5 minute break.

J. Drake suggested all the minutes outstanding be approved. D. Ducharme disagreed as there were so many, feeling it would take too much time and felt it would be more beneficial to discuss priorities for the Parks. J. Drake disagreed. After much discussion it was **MOVED by D. Ducharme, SECONDED by A. Raymond and CARRIED that all of the minutes that have not yet been dealt with to date be deferred until the next meeting rather, that the Committee get into a priority setting session instead. J. Drake opposed the motion.**

At this point J. McNeilly came back to the meeting explaining she couldn't get an answer from the Consultants which means they are on their way to the meeting.

J. Drake asked J. McNeilly if she had anything from the City to report. J. McNeilly explained she did have a Financial Statement and stated to total allocation is $627,000. of which, $50,504. had been allocated to the Consultants and $3,398.32 had been spent on printing and postage. S. Habensus asked what the mailouts were. J. McNeilly explained that questionnaires were sent out to all residents of Central/Beasley. J. Drake advised he had a receipt for photocopying but had forgotten it. H. Bourske volunteered to do any photocopying for J. Drake.

3. <u>Lockwood Motors</u>

a) **Owner Identification**

J. McNeilly explained that the only identification on the City's tax rolls for the owner of Lockwood Motors is Lockwood Motors Inc.

b) **Discussion with Owner**

J. Drake explained that after the Public Meeting held 1991 April 08 he had gone to City Hall and had been advised not to go and speak with the owner. J. McNeilly advised that after J. Drake had left the Public Meeting discussion had taken place regarding J. Drake's approach with Lockwoods and it had been suggested that J. McNeilly speak to J. Drake regarding this to ensure that the meeting had a postive and friendly flavour. J. Drake explained that his only intention was to speak to the owner regarding what is going on with P.R.I.D.E., the Perimeter Road and Ferguson Avenue. D. Ducharme asked if there were other interests for Lockwoods such as housing. J. Drake referred to the January 15 report in his package (attached). J. McNeilly explained the report hasn't gone to Planning and Development because of budget restraints. All the material is accurate in the report but it hasn't gone. J. Drake then drew everyone's attention to the report in the package dated 1990 October 31, specifically, the penultimate paragraph, last two sentences wherein it states " The Review Committee recommends that the 'Granite Sets' be reused in the rdevelopment of Ferguson Avenue. This section of the street has a number of different land uses, namely, light industry, wholesale, service, retail and residential, with particular emphasis on industry and service". He mentioned there was no mention of parks. He then referred to the last paragraph " There is a strong potential for increased residential activity on Ferguson Avenue particularly in the vicinity of Beasley Park immediately south of Cannon Street". He felt it sounded a lot like Lockwood Motors.

J. Drake advised he had spoken to C. Forsyth last night and had asked him what CAPIC was planning for the area. C. Forsyth indicated nothing particular was planned: from Wilson up, more neighbourhood oriented and, from Wilson down, more residential and shopping.

J. Drake referred to C. Forysth's comments that if you want something go for everything but do it in phases. H. Bourske agreed and suggested that this is why the Committee should start with parks as their main thrust then go onto Lockwoods, land acquisition etc. D. Ducharme disagreed that parks should be first. He felt the Committee was representing the neighbourhood, we should look at the whole picture whether the money is available or not. He also suggested that the whole process be articulate as reflected in the reports regarding Ferguson Avenue. J. Drake agreed that the same pattern should be followed. He also suggested that the Committee make a recommendation and mail it to whomever will read it.

J. Drake then referred to the letter dated 1990 November 16 to D. Dube from the Board of Education enclosing a plan (attached). He thought it was all very suspicious in that it looked as if D. Dube was soliciting for someone from the School Board. H. Bourske responded that this was not really the case; a school is in the vicinity. J. Drake then referred to the rules for eligibility for the C.A.C. such as: property owner and felt that the school board has taken the place of four residents. J. McNeilly responded that anyone who had shown an interest on the Committee is on it. J. Drake commented that it was odd when they received the Community Improvement Plan that included in it was to upgrade all social service areas. Discussion ensued respecting the School's involvement.

J. Drake then requested a written statement from the Parks Maintenance staff as to the level of maintenance to be expected. J. McNeilly said she would call P. Booker to find out when he is going to attend a CAC meeting.

c) Fencing By-laws etc. J. McNeilly

J. McNeilly advised she had sent the City's Law Department a memorandum respecting the Fencing By-laws and is awaiting a response.

d) Beasley Park

J. McNeilly suggested this be reported on at the next meeting.

e) Cancord Site - Park Naming Policy

J. McNeilly explained there is a written policy that has just been approved and this will be available at the next meeting.

P. Fam asked J. McNeilly how the leasing of the pathway for McLaren Park is progressing. J. McNeilly responded that she had phoned the owner on Thursday but to date has not had a reply, she said she will try calling again this week. In the meantime she has sent a letter to the Propery Department to get the appropriate approvals for the leasing. D. Ducharme asked why the process is taking so long. He felt D. Dube did not put a real effort to pursue the matter, and now the Plans are

almost ready for approval, which ties into the pre-planned scenario. He believes there is an attitude that "riff-raff" live in the area. J. McNeilly responded it is not all preconceived but can't speak on behalf of D. Dube. She agrees the leasing of the pathway is crucial. She suggested that the C.A.C. lobby the politicians with their proposals. Discussion ensued respecting McLaren Park.

J. Drake suggested all members go to the other meeting room to discuss priorities. He apologized for his outbreak earlier in the meeting and realized everyone has done the best they can, but felt it has been pretty frustrating at times. D. Ducharme apologized for any swearing but did not feel an apology was necessary for anything he has said because he really believes in his statements.

At 6:43 p.m. there was a break in the meeting.

D. Wallace and V. Ford were present for the second half of the meeting.

At 7:05 D. Wallace called the meeting to order. He explained he had heard there was some concern about being ready for the next step and whether or not the Committee wanted to hear from the Consultant who is already on route. D. Wallace felt that what ever else the Committee does it has to be of one mind. He asked what the Committee expected of the Consultant tonight: did they want him to stay and listen to what the Committee had to say? J. Drake suggested his motion made earlier in the evening respecting the Consultants be read to V. Ford along with Schedule B, listing all the items required of the Consultant. H. Milsome read the motion to V. Ford along with the list (Attached). V. Ford responded by saying he views the C.A.C. as a primary client, also that they make the ultimate decisions. He hoped the C.A.C. viewed him as their Consultant to work with while setting their priorities. V. Ford informed the Committee he had brought along an expanded version of McLaren Park.

D. Ducharme expressed his concern that the Committee will be held to only six meetings with the Consultant especially as there is only one more meeting scheduled prior to approving the Plans. He felt the priorities were very sketchy at the moment. V. Ford advised that if six meetings were not enough then he would have no problem having more meetings.

After some discussion is was **MOVED by J. Drake, SECONDED by S. Habensus and CARRIED that the Committee go through priority setting first. Once priorities have been discussed V. Ford will be given five minutes per park to review the Plans and then hand the meeting back to the Committee to decide what to do.**

At this point E. Ward arrived at the meeting.

D. Wallace asked how the Committee would feel if V. Ford's comments on priority setting were recorded. J. Drake was opposed feeling it was the C.A.C.'s project.

D. Ducharme and D. Wallace recorded the pertinent information regarding demographics and priorities as follows:

Demographics of Central/Beasley Meighbourhood:

- 9000 persons based on 1988 stats
- 46% are homeowners
- 18% Ages 56-65
- 24% 65 years or over
- 14% Ages 46-55
- 7% Ages 0-4

- 36% 25 years or under
- 26% 20 years or under
- 46 years and up over half population
- Also large percentage of younger people
- 17% Italian - largest speaking language other than english
- 26% $12,000. household income or less a year
- 26% $12,000.-$24,000. household income a year

H. Bourske advised the schools are expecting a slight increase this year in pupils.

F. Smith advised that in his experience the people getting married in the area move out leaving mainly the older and under 20's.

D. Ducharme thought it one of the poorest looking areas in Hamilton.

Demographics - to be analysed

- population spread
- where is density of population in relation to location
- existing plans (future) in development e.g. city, business, institutions
- availability of land for assembly
- expected use of recreation
- cost of maintenance
- existing land use e.g. industry, commercial, residential
- seasonal considerations
- security, safety, crime, vandalism
- cost of recreation service - minimal
- existing stats on social services
- expected increase in population to ethnic e.g. Latin, Asian
  - at present multicultural, themes for parks geared to ethnic

Recreation Facilities - use/need

- creative play area - small children, under six
- swings
- spring horses
- sandbox

- benches
- hockey, basket ball
- skateboarding
- spray pool
- slides
- rubber tires
- water fountain
- trees!!!!evergreen!!!
- drinking fountain
- lighting
- pathways
- open play field/area
- sculpture, totempole
- recreation centre with swimming pool
- snack bar/consession
- picnic pavilion
- summer programmes (supies) longer than 2 months
- cultural festivals
- bocci court/horse shoes
- checker tables
- softball area
- well stocked supie building with fresbies etc. etc.
- may poles teather ball
- garbage cans
- skate rinks

Community Involvement

- community service orders (i.e. plug into resources, maintenance of recreation/park
- competition to promote interest i.e. mural contest
- newsletter
- special promotion i.e. Earthweek/Environmental emphasis
- need to co-ordinate group - Association
- street dance
- ethnic food festival
- organized outings for seniors/youngsters
- seniors involvement i.e. plots and planters, boxes for flowers
- activity night at school
- encourage people to get involved

General Ideas

- funding for land acquisition/community centre, park, services etc. i.e. Culture and Recreation, CMHC
- health and social services - discussion groups, life skills etc.
- real property improvement
- strategy for crime reducation/home security

Strategic Planning

- stretch number, user fees
- use volunteers
- durability of facilities
- involve people at Robert Village, residents and others
- getting school children involved
- effective short/long range plans

At this point J. McNeilly said she had assumed they had gone through this process thoroughly enough with D. Dube prior to compiling the Community Improvement Plan. This is the normal process. She apologized that it hadn't taken place.

Quality of Life

- safety/life quality
- beautify/cleanliness, litter bins
- self determination/community involvement i.e. decision making
- park, something for all
- wheelchair access features
- make use of existing, sturdiness, facilities, equipment

Once the Committee had some priorities written down they then decided to ask each member to identify what they perceived as major priorities. The results were as follows:

J. Drake - self determination, neighbourhood beautification/rehabilition, benches,
D. Ducharme - establish neighbourhood association, self determination, trees.
Father Smith - ownership, involvement to make people feel this is part to their life, durability, water activity, open play area
E. Ward - self determination, keep focus on needs in demographics cultural/ financial,
H. Bourske - self determination and community improvement, beautify and cleanliness, litterbins, creative play area, water activity, open playing field.
A. Raymond - establish neighbourhood assocation, skating rink
S. Habensus - self determination, involvement of children, community, trees, creative play area
P. Fam - Beautify general area, trees (evergreens), flowers
D. Wallace - establish neighbourhood association, involvement/ownership for residents and others i.e. ethnic mix

At this point the Committee then went through the appropriate lists identifying what is needed or already in existence. The results were:

Swings - not enough exist
Horses on springs - need
Tires - need
Sandboxes - decided it may be health hazard
Water Play/spray pool - need
Skateboard facilities - need to upgrade
Water fountains/Decorative fountain - need
Hockey/basketball - need to upgrade
Slides - need - J. Drake suggested old fashioned steel slides 10ft. at least
Skating - D. Ducharme will check out hockey area in McLaren to see whether it is feasible to flood for skating
Open Playing Field - need
Sculpture, totenpoles - need
Community Recreation Centre & Pool - need

S. Habensus suggested old fashioned lighting poles be considered. J. Drake suggested wrought iron benches as in Downtown Action Plan

Snack Bar - need
Picnic Pavilion - need
Summer Festivals - need
Bocci - need
Checker Tables - need is was suggested to be in shaded/separate areas
Softball - need
Well Stocked Suple Hut - need
May Poles, Teather Balls - need
Garbage Cans - need
Skating Rink - need

At 9:40 there was a 10 minutes break.

V. Ford was then given 5 minutes to present expanded plans. Prior to this he addressed the list that was read to him earlier in the meeting and apologized for any lack of communication or misunderstanding and advised he had a few of the items at the meeting of which he would leave with the Committee and, for the others requested he could get them to J. McNeilly within 24 hours.

He explained that from last week's meeting he was under the opinion that the emphasis was on McLaren Park for which reason he had put more work into that particular plan. He distributed revised cost estimates (attached) as he felt the emphasis was on trees and had included more trees in the Plans.

V. Ford explained he had spoken to Ontario Hydro to ask how many times they needed to access their land, they were less than supportive. J. McNeilly to request report from Ontario Hydro that was promised to D. Dube.

J. Drake requested cost of removing wirescaping as was requested in the list to the Consultant. Discussion followed respecting this issue and it was agreed that V. Ford will contact the appropriate people and report back to the Committee.

6. Next Meeting

The next meeting is scheduled for Monday, 1991 April 29, 6:00 p.m. at Amity. D. Wallace volunteered to Chair. Priorities will be the main thrust of this meeting.

J. Drake referred to the motion passed earlier at the meeting respecting hiring a stenographer. J. McNeilly advised H. Milsome will not attend meetings she has scheduled for tomorrow and will get the minutes out earlier. She explained this could not be expected all the time but that they Department would do their best to accommodate the group.

The meeting adjourned at 10:45 p.m.

APPENDIX

Outline of items to be included in CAPIC's update of "happenings" to Planning and Development Committee (and other interested parties).

A newsletter-type information sheet titled

"CAPIC.....Comments, Concerns, Achievements"

1. Circulation and Movement in the Central Area

   - Report to P&D requesting the establishment of an adhoc committee to examine future uses of the CN Rail Station.

   - Invitation to GO Transit for a presentation on the Burlington to Hamilton Expansion Program and THB Redevelopment.

   - Establishment of circulation and Movement subcommittee to address issues in the Central Area.

2. Public Participation

   - Establishment of sub-committee to review public participation policies in the Central Area. + make recommendations to P&D.

   - Invitation of Central/Beasley Citizen's Advisory Committee to CAPIC to introduce CAC members to issues in Central Area (Central/Beasley Neighbourhood).

   - Report to P&D recommending combination of Central/Beasley neighbourhoods for the neighbourhood planning process - to take advantage of current citizen interest.

3. CAPIC Brochure

   - Production of new CAPIC brochure outlining CAPIC's role, mandate, values.

4. Development Activity Update

   - Production of an update (map + list) of all current developments in the Central Area and their status.

5. New Members

   - Update on recent CAPIC membership changes.

6. Synopsis of Emerging Issues and Concerns

7. Status of Central Area Plan

M.D.:ns
CAPIC.MIN

PENDING ITEMS

1. Neighbourhood Maintenance and Preservation Subcommittee

2. CBD Study

3. Sustainable Development and Healthy Cities

4. Ferguson Avenue Study

OPINION

BY EBERHARD ZEIDLER

Density as an urban crutch

During our planning for a major housing, office and retail complex in London, England, the city has never discussed density with us. Authorities have been concerned with the facade of the project and how it might look and its integration into the milieu. The city's attitude suggests that if one conforms to those demands and is able to work in extra space, that is perfectly acceptable.

This viewpoint stands in refreshing contrast to the single-minded focus on density which we find in many cities in Canada. Density is becoming enshrined here as a major criterion by which potential projects are judged. Despite the current emphasis it receives, our absorption with density is somewhat of a red herring; it is only part of a larger question. Because it is the object of so much dispute and negotiation, and the subject of my talk at the upcoming ICI at UDI conference, it has distracted us from the need to re-examine the way that overall municipal guidelines for building are established and applied in this country.

In most of urbanized Europe, quite specific rules—not guidelines—are applied to development, and these rules often have the force of law. The architect thus comes to a situation in which there are established parameters for urban spaces. Both urban planners as well as builders and their architects must adhere to the rules; it is not up to the individual official to decide. This eliminates the whim of the moment, as in, "Well, today, I don't like this complex."

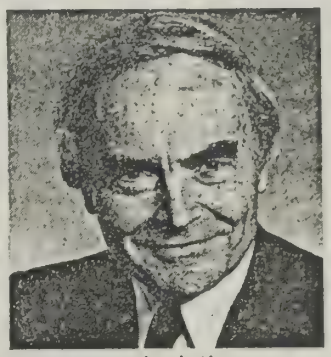
The rules make the job of city planner and architect less fraught with potential disagreement. The developer has the reassurance of knowing what his future neighbors are able to do.

The argument might be raised that in Europe most building takes place in areas of established character, and that rules for development are thereby easier to formulate. But many neighborhoods of London in which building is now taking place date from the 1900s—not much older than areas in downtown Toronto or Montreal.

I strongly believe in the principle of urban design controls. However, it's important that controls be set well ahead of time and articulated precisely, and not in motherhood phrases open to the interpretation of the moment.

Without such rules, the ideas by which urban design is guided become muddled and, in the vacuum, other pressures easily creep in—politics, personal preferences, and private agendas. The process of urban design itself can become a playground for urban planners.

In the final analysis, all of us want a visually enjoyable environment, but this can't be achieved without rules, enforced dispassionately. But rules, where they exist in this country, are often broken. Cities avail themselves of exemption: Toronto, for example, has broken its own laws, on average, every three years over the last 20. And with the political pressure they can wield, neighborhood groups can sometimes be as manipulative as developers are painted to be in seeking exemption to guidelines that don't serve their purposes.



The problem has its roots in North America's approach to buildings, urban space and cities themselves. The growth of the organic city, in many ways, came to a stop with modernism, a movement that took sway over older but no less legitimate design traditions. With architects like Le Corbusier leading the way, buildings effectively became islands onto themselves, with function determining form and each building uniquely expressing itself like sculpture.

The result is that, relatively speaking, there are only a few areas in Canada that have been developed in a coherent pattern of pleasant urban spaces. Having come to realize their value, we are still casting about for rules by which they can be achieved. So it's not surprising that we have latched on to density—something definite and measurable—as a yardstick.

However, it's just too simple a matter to slap on densities and walk away from the larger job confronting us, namely, formulating the boundaries within which the free expression formerly allowed under modernism can be contained so that buildings function not just according to their own purposes but as part of the public environment.

In Baltimore we designed The Gallery at Harbourplace to conform to urban design rules imposed by the city — yet at 16 times coverage. It does not look it. To say that a building relates better to a city and the cityscape simply because its density is low is nonsense. There are many other elements by which buildings must be judged. We should concentrate on identifying and validating them as principles of development and design for governing cities, their urban development groups, and builders and architects alike. □

Award-winning architect Eberhard Zeidler is a design partner of Zeidler Roberts Partnership/Architects of Toronto and London, England. He will speak further on the subject of density at the Urban Visions conference held alongside the annual ICI at UDI exposition in Toronto, May 22-23.

capic

CENTRAL AREA PLAN IMPLEMENTATION COMMITTEE

a Subcommittee of the Planning and Development Committee

c/o CITY HALL, 71 MAIN STREET WEST, HAMILTON, ONTARIO, L8N 3T4

NOTICE OF MEETING

June 14, 1991

9:00 a.m.

Leander Boat Club

URBAN/MUNICIPAL
CA4 ON HBL A05
C51P4C
1991

David Godley
David Godley, CAPIC Co-ordinator

(546-4229)

AGENDA

1. Chairperson's Remarks
2. Minutes from previous meeting
3. Members' Reports (two minutes maximum)
4. **Update on Pier 4 Park and the Parks Masterplan** (attachments) Chris Firth-Eaglund
5. Reflections and Discussion on Transportation Planning Issues Raised at Previous CAPIC Meeting (attachments)
6. Update on Public Participation Subcommittee - Mary Domagala
7. CAPIC Newsletter (attachment) - Mary Domagala
8. Information Items
9. Other Business

Next Meeting September 13, 1991

Miss Kathy Deiter
Urban Municipal Library
Hamilton Public Library
55 York Boulevard
Hamilton, Ontario
L8R 3K1

capic

CENTRAL AREA PLAN IMPLEMENTATION COMMITTEE

a Subcommittee of the Planning and Development Committee

c/o CITY HALL, 71 MAIN STREET WEST, HAMILTON, ONTARIO, L8N 3T4

2

MINUTES

CENTRAL AREA PLAN IMPLEMENTATION COMMITTEE

City Hall, Room 219

Friday May 10, 1991

MEMBERS ATTENDING

Charles Forsyth - Chairperson	Citizen Member
Russell Elman - Vice Chairperson	Durand Neighbourhood Association
Alderman McCulloch	Alderman Ward 2
Gil Simmons	North End Neighbourhoods
Ozzie Ferguson	United Senior Citizens of Ontario
Gerry Kennedy	Hamilton Real Estate Board
Art Lomax	Hamilton Automobile Club
John Eyles	McMaster University
Kay Nolan	Separate School Board
Don Cole	Chamber of Commerce

REGRETS

Anne Stewart	Hamilton Board of Education
Bruce Rankin	Hamilton Society of Architects
Bob Sutton	Hamilton and District Labour Council
Helen Nemeth	Beasley Neighbourhood
Mary Pocius	International Village BIA
Gloria DeSantis	Social Planning and Research Council
Maggie Fischbuch	Citizen Member
John Nolan	Past Vice-Chairperson
Gabriel Etele	Downtown BIA

STAFF AND OTHERS

David Godley (Co-ordinator)	Local Planning
Mary Domagala (Secretary)	Local Planning
Vladimir Matus	Local Planning
Annette Schultz	Economic Development
Reg Meiers	Engineering
Ted Gill	Engineering
Bill O'Brien	HSR
Murray Main	Traffic

Jan Pacey	Public Works
Wendy Kowalski	Social Services
Ada Dickson	Wheelchair Ramping Subcommittee
Tony Bussaro	Engineering
John McCallum	Transport 2000 Ontario
Roland Karl	Traffic
Alderman Copps	Alderman Ward 4
Chris Burr	Local Planning

1. Chairperson's Remarks

1. Charles Forsyth called the meeting to order at 9:10 a.m..

2. a) Minutes

2. The minutes were approved as distributed. Moved by Gil Simmons, seconded by Gerry Kennedy. Carried.

b) Updates

3. David Godley announced that the CN Rail Station Task Force will consist of membership from CAPIC, Urban Design Committee, LACAC, Jamesville, BIA, the Railway, the Hamilton Historical Board and the Hamilton Society of Architects. City Aldermen, CN, the Public Works Department (Community Development) and the Regional Economic Development Department will also be involved.

Mary Domagala notified members that the letter from Niagara Region to the Federal Minister of Transport regarding VIA service to Hamilton was received by Regional Council. Niagara Region had asked for Hamilton-Wentworth's endorsement of the resolution, however, the practise of Regional Council is only to receive for information other municipality's resolutions. The Committee decided to deal with this matter under Other Business.

3. Members' Reports

4. John Eyles reported on the work of the Premier's Council on Health, Well-being and Social Justice. The Council is undertaking consultation on "health and safe environments". This work will lead to modifications of the Planning Act. Charles Forsyth asked that John send information for inclusion in an upcoming agenda package.

5. Charles Forsyth noted the presentation by Tony on Sustainable Development recently in Toronto.

6. John Eyles mentioned that work of Michael Hough may be of interest to CAPIC.

4. Circulation and Movement Issues

7. Charles Forsyth noted that the focus of the meeting will be on reviewing a number of items related to circulation and movement. There are a number of initiatives taking place which need to be brought together to examine contextual implications.

a) Regional Transportation Study and Model

8. Bill O'Brien of the HSR described the process of developing the transportation model for the Region and provided an overview of the Transportation Planning Work Program for 1991. He described the early modelling exercises of the 1960's which led to the formulation of long range plans. This process fell out of favour in the 1970's when community impact issues surfaced. Over the past five years there has been more interest in this type of process.

9. The transportation planning program has two objectives. To ensure that appropriate analytical capabilities are available; and to assist in the evaluation of roadways and transit options. In 1991 work will take place on Red Hill Creek alternating a review of the traffic implications of major roadway projects (i.e. Perimeter Road) and the assessment of GO Transit extension to Hamilton. Mr. O'Brien also described ongoing maintenance functions and the 1991 Budget.

b) Mountain Accesses (Ted Gill)

10. Ted Gill described the reorganization and changes which have occurred in the Engineering Department over the past year. Because of the changes, the Engineering Department was not able to quickly address CAPIC's recommendation for a comprehensive transportation study.

11. Mr. Gill indicated that reconstruction of James Mountain Road was on hold due to developments with the Red Hill Creek Expressway. The timing of Perimeter Road is also tied to this. Improvements to Beckett Drive are scheduled for 1994 and to improvements to James Mountain Road for 1992. An overall examination of all Mountain Accesses will take place first.

12. In summary, the various departments dealing with transportation issues are not acting in isolation. The Regional Official Plan Review, the Sustainable Development Task Force, the HSR modelling work and additional transportation work will all come together.

c) Durand Neighbourhood Traffic

13. Murray Main described traffic problems in Durand Neighbourhood. Mr. Main described three outstanding issues:

1. No right turns from Queen onto Aberdeen;

2. The possibility of Queen Street becoming two-way between Aberdeen and ;

3. Permanent road closure of Markland Street.

d) Bikeways, new Regional Mandate

14. Reg Meiers informed CAPIC that a new Regional Bikeways System is to be developed. Terms of Reference have been prepared for consultants to conduct the study. A citizen advisory committee is presently being set up. The Regional System will essentially serve as a spine for connecting all municipalities.

e) Wheelchair Ramping

15. Wendy Kowalski introduced the work of the Wheelchair Ramping Subcommittee. Ada Dickson, a committee member detailed significant findings of the Committee's report (distributed) and highlighted Central Area issues. Tony Bussaro of the Engineering Department discussed the resultant changes in ramping standard. Awareness of the issues has been raised throughout the Engineering Department, amongst area municipalities and brought to the attention of groups such as CAPIC. The next step is to approach the Province. Jan Pacey reported funds from PRIDE will be used in implementing changes. Alderman Copps concluded the presentation by stating that this has been one of the most exciting projects she has worked on because of the commitment from Departments and the low cost ($20,000) for the project.

16. Charles Forsyth thanked all presenters and commented that all the issues presented were tied to the movement policies in the Central Area Plan.

17. Discussion ensued on all issues. Some of the points raised included:

18. - The need to look at non-transit users. Bill O'Brien noted that efforts to examine existing non-use include attitude surveys and review of community needs through Marketing efforts.

19. - Guidelines with respect to origins and destinations of transit users. Bill O'Brien indicated that guidelines do exist. For example, users should not be further than 400 metres to a bus stop. To address mobility problems there are some benches in shelters and a major study will be taking place on this subject.

20. - What are the data sources used for transportation modelling? Bill O'Brien noted that the Transportation Tomorrow Survey results on origins and destinations are used along with HSR passenger counts.

21. - The question of community values and their relationship to costs/expenditures on programs was raised. Ted Gill responded that no particular model or process was used. Instead, expenditures are based on a whole series of continuing efforts. For example, the work of the Regional Sustainable Development Task Force.

22. - The broad concepts of community values, assumptions, visions, operating principles and philosophies were raised as they influence transportation and land use planning. The Central Area Plan, Durand Neighbourhood Plan and the City and Regional Official Plans were cited as models of the broader concepts. there was some criticism that the statements in these documents were rather "murky". The Regional Sustainable Development Task Force was also indicated as a vehicle for establishing broad visions for land use planning and transportation in the Region. John McCallum of Transport 2000 described the work of his organization in developing wider Provincial Sustainable Transport policies.

23. - Issues arising out of the work of the Wheelchair Ramping Subcommittee were raised. Wheelchair users and pedestrians and use the pedestrian walkway systems. Therefore, it is critical to look at the entire flow of pedestrian movement and avoid potential impediments to that flow (i.e. advertising, loading ramps, newspaper boxes, etc.).

24. Charles Forsyth thanked all staff and representatives from the Wheelchair Ramping Subcommittee for their presentations. He mentioned that CAPIC now had a better sense of the numerous and broad issues related to circulation and movement in the Central Area.

5. OTHER BUSINESS

25. Discussion reverted back to the letter obtained from Niagara Region with respect to VIA service to Hamilton. It was felt that a report should be forwarded to the Planning and Development Committee requesting the City and Region to endorse Niagara's letter. Moved by Art Lomax and seconded by Gil Simmons. Carried.

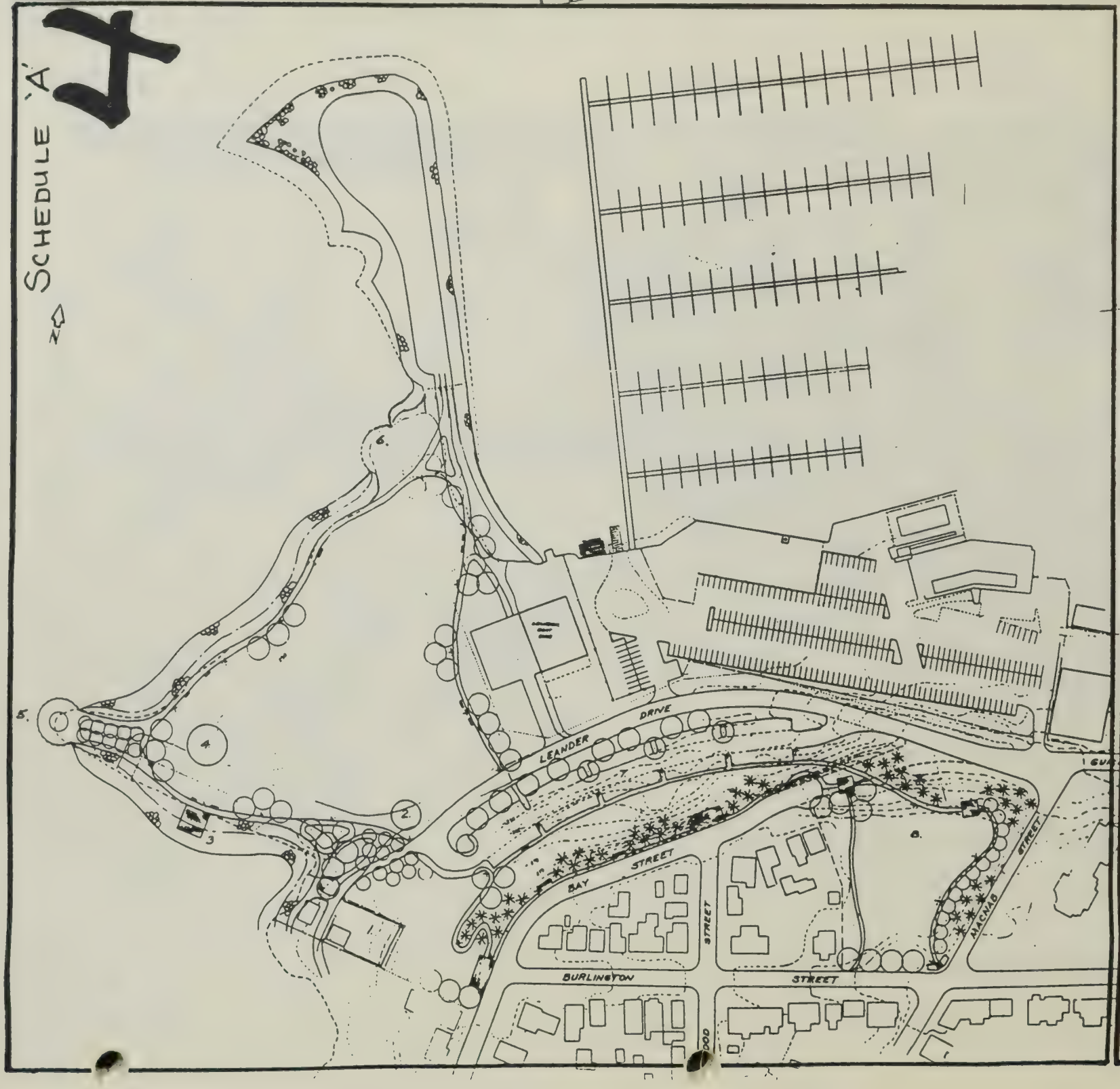
(ACTION - MARY DOMAGALA)

26. The meeting adjourned.

M.D.:ns
CAPIC.MIN

SCHEDULE 'A'

4



LEGEND

1. HAMILTON BAY SAILING CLUB
2. WASHROOMS
3. PROPOSED DOCK
4. PLAYSTRUCTURE AREA
5. VIEWING AREA
6. SITTING AREA
7. PARKING LOT (105 CARS)
8. BAYVIEW PARK

PATHWAY
LOOKOUTS
LIGHTS
BENCH
ARMOUR STONE
SHEET PILE
LARGE DECIDUOUS TREE
SMALL DECIDUOUS TREE
CONIFEROUS TREE

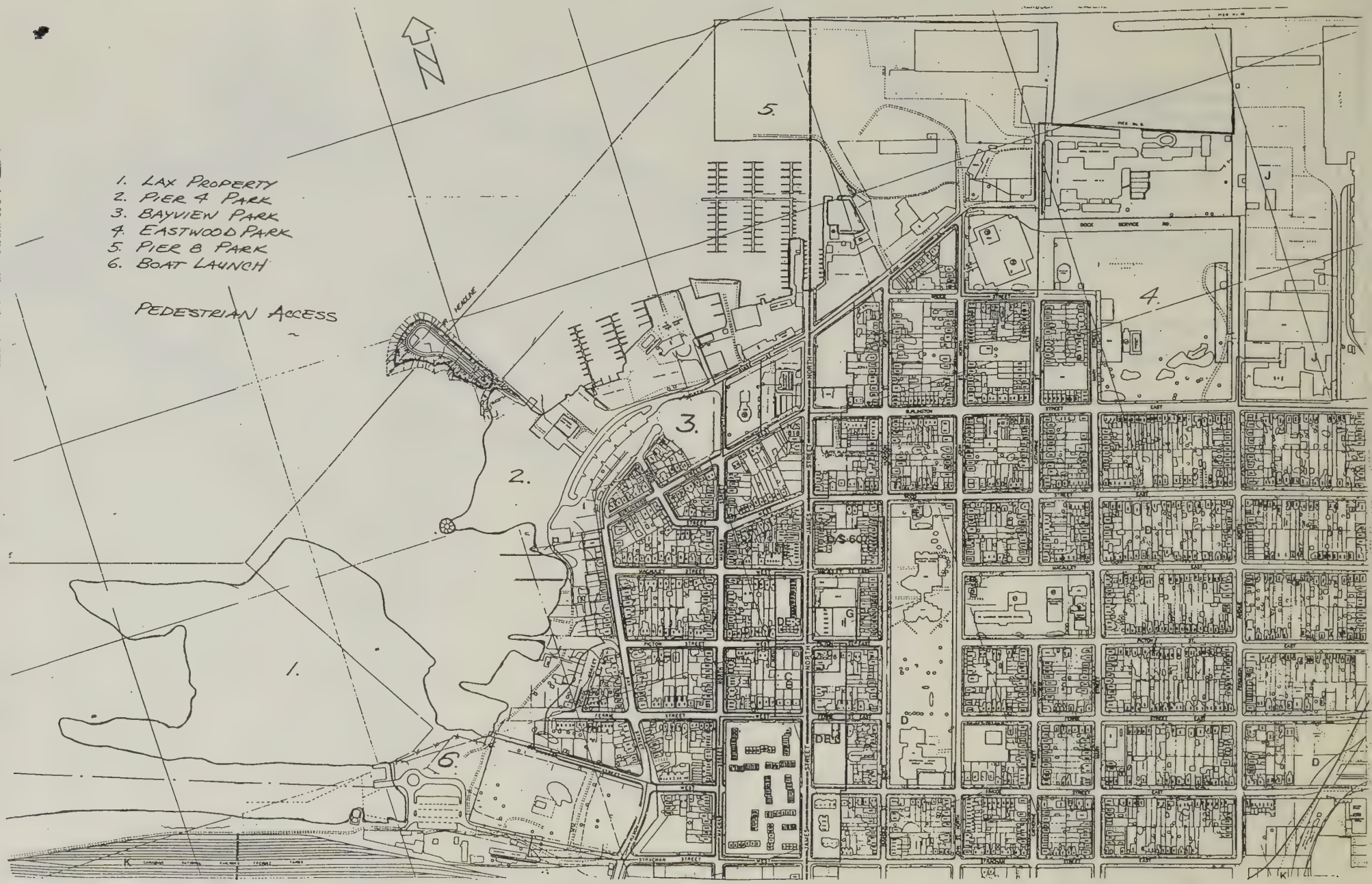
DEPARTMENT OF PUBLIC WORKS
PARKS DIVISION

PIER 4 PARK

DEVELOPMENT CONCEPT

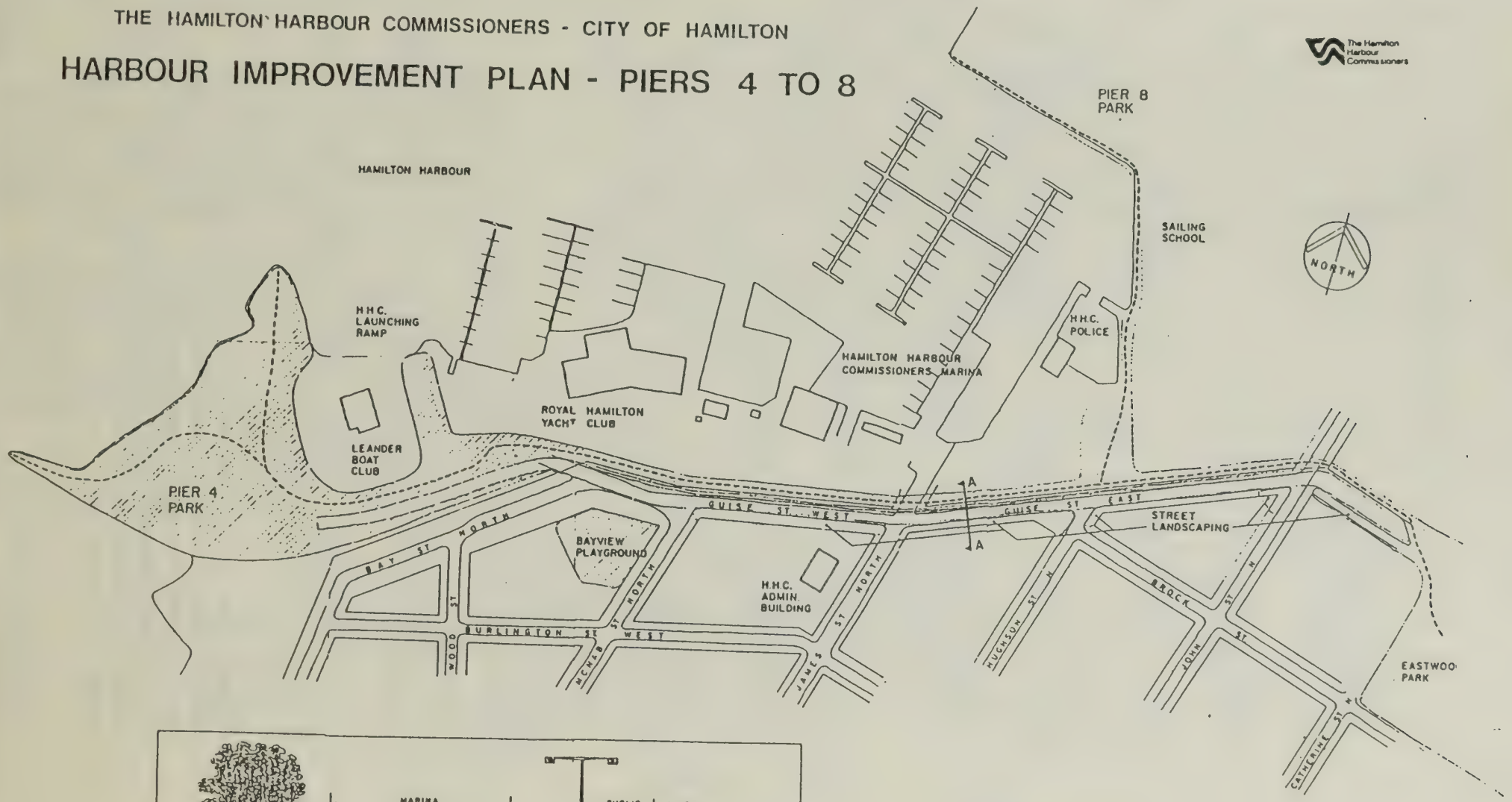
SCALE: 1"=50'

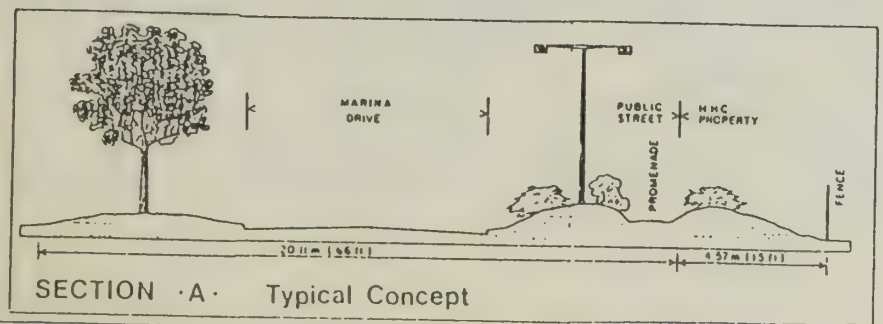
OCTOBER 1990


1. LAX PROPERTY
2. PIER 4 PARK
3. BAYVIEW PARK
4. EASTWOOD PARK
5. PIER 8 PARK
6. BOAT LAUNCH
PEDESTRIAN ACCESS
N
1.
2.
3.
4.
5.
6.
DS-60
DE
DE-1
G
D
J
K

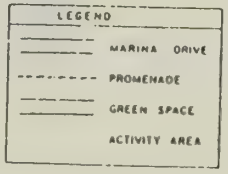
THE HAMILTON HARBOUR COMMISSIONERS - CITY OF HAMILTON

HARBOUR IMPROVEMENT PLAN - PIERS 4 TO 8





SECTION ·A· Typical Concept

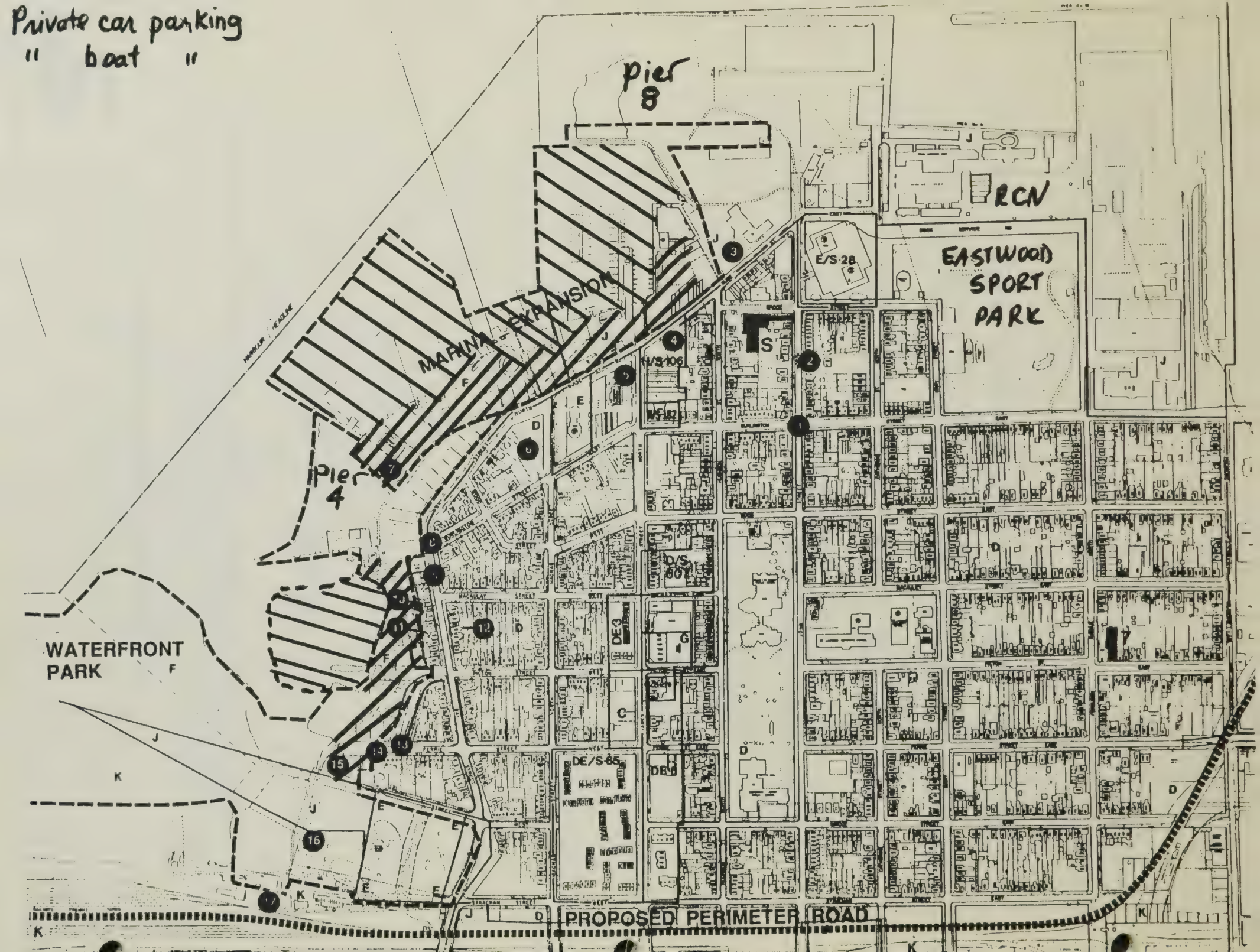


1983 Proposal Plan

VISUAL WALKING TOUR

START:	Northbound on John at Burlington Community Health Centre (c. 1/2 block from location of first "hospital", i.e. emigrant sheds)	1 2
	Pier 8 - H.H.C.-owned 9 a.m. - 9 p.m. May - September park	3
	Guise Apartment Co-op	4
	H.H.C.	5
	Bayview Playground	6
ROAD DIVIDES:	Down into Pier Four - Acre Park, access to Leander Rowing Club, future fishing pier. N.B. no access into private marina at west side of park. Up to hill-top view over park, harbour, to High Level Bridge, Royal Botanical Gardens, Niagara Escarpment.	7
	Bay-Burlington streets meet:	8
	N.B. 1860's Grant's sail-loft opposite original owner's house.	9
	455 Bay-Askew's, boatbuilder	10
	439 Bay-Kegg's, boatbuilder	11
	438 Bay-Bastien's boatbuilder	12
FERRIE:	Turn right/west to end: Good view over Lax lands	13
	N.B. Nicoll Street - small open space which runs to Picton road allowance	14
SIMCOE:	Access road to McDonald Marina and Macassa Bay Sailing Club (the "alternative" yacht club)	15
	N.B. Greenspace hill = A. Site of Perimeter Road B. Site of Storm sewer overflow	16
STRACHAN:	Access unpaved road to "temporary" public launching ramp N.B. maltreated little marsh habitat for green herons and other marsh birds. It is possible to drive/walk next to CN at virtually water level almost to High Level Bridge: strongly recommended.	17

M.D.:NS
CAPIC.LET


Private car parking
" boat "
Pier 8
RCN
EASTWOOD SPORT PARK
E/S 28
MARINA EXPANSION
Pier 4
WATERFRONT PARK
D/S 601
DE3
DE/S 65
PROPOSED PERIMETER ROAD

MAY 27 1991

You are cordially invited to the

30th ANNUAL GENERAL MEETING

of the

SOCIAL PLANNING AND RESEARCH COUNCIL OF HAMILTON AND DISTRICT

to be held

Thursday, June 13, 1991

at the

HAMILTON SPECTATOR AUDITORIUM

Frid Street, Hamilton

6:30pm: Business Meeting
7:00pm: Transportation Panel Discussion

Theme: Transportation Planning is Social Planning: the Need for a Broad Definition

1st Panelist: JOHN EYLES, Department of Geography, McMaster University
- to present an overview of a broad definition of urban movement.

2nd Panelist: AZNIVE MALLET, Executive Director, PATH Employment Services
- to recount some of her experiences trying to move around the urban environment as a disabled person.

3rd Panelist: GIL SIMMONS, CAPIC Member and Community Volunteer
- to recount some of her experiences as a pedestrian and public transit user.

4th Panelist: DALE TURVEY, Commissioner of Transportation for Hamilton-Wentworth
- to present an overview of current Regional transportation planning.

Moderator: NORM PREECE, Chairperson, SPRC Transportation Sub-Committee

RSVP: 522-1148

Refreshments

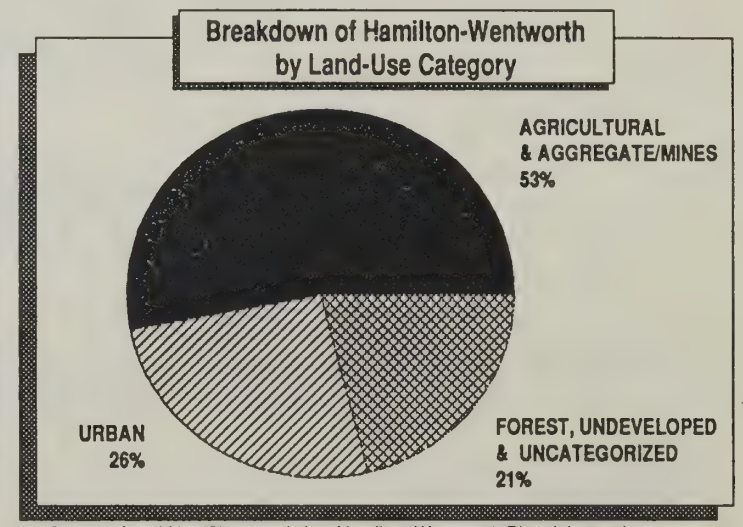
LAND-USE AND TRANSPORTATION

Introduction

Issues related to land-use and transportation play a central role in planning for a sustainable future. Land, like any other commodity, is a scarce resource, and should be allocated so that it produces the highest possible return to society. In the past, the most common criteria used to evaluate the best and highest use of land has been real estate market indicators, but in recent decades an increasing awareness has evolved that decisions governing the use of land should include evaluations of land-use impacts on society, the environment, and the utilization of energy for transportation. Transportation, in turn, is an important subject because of the important and far reaching linkages between transportation and the utilization of land, particularly in the area of density planning and planning for employment/housing relationships.

Hamilton-Wentworth: A City Surrounded by Farmland

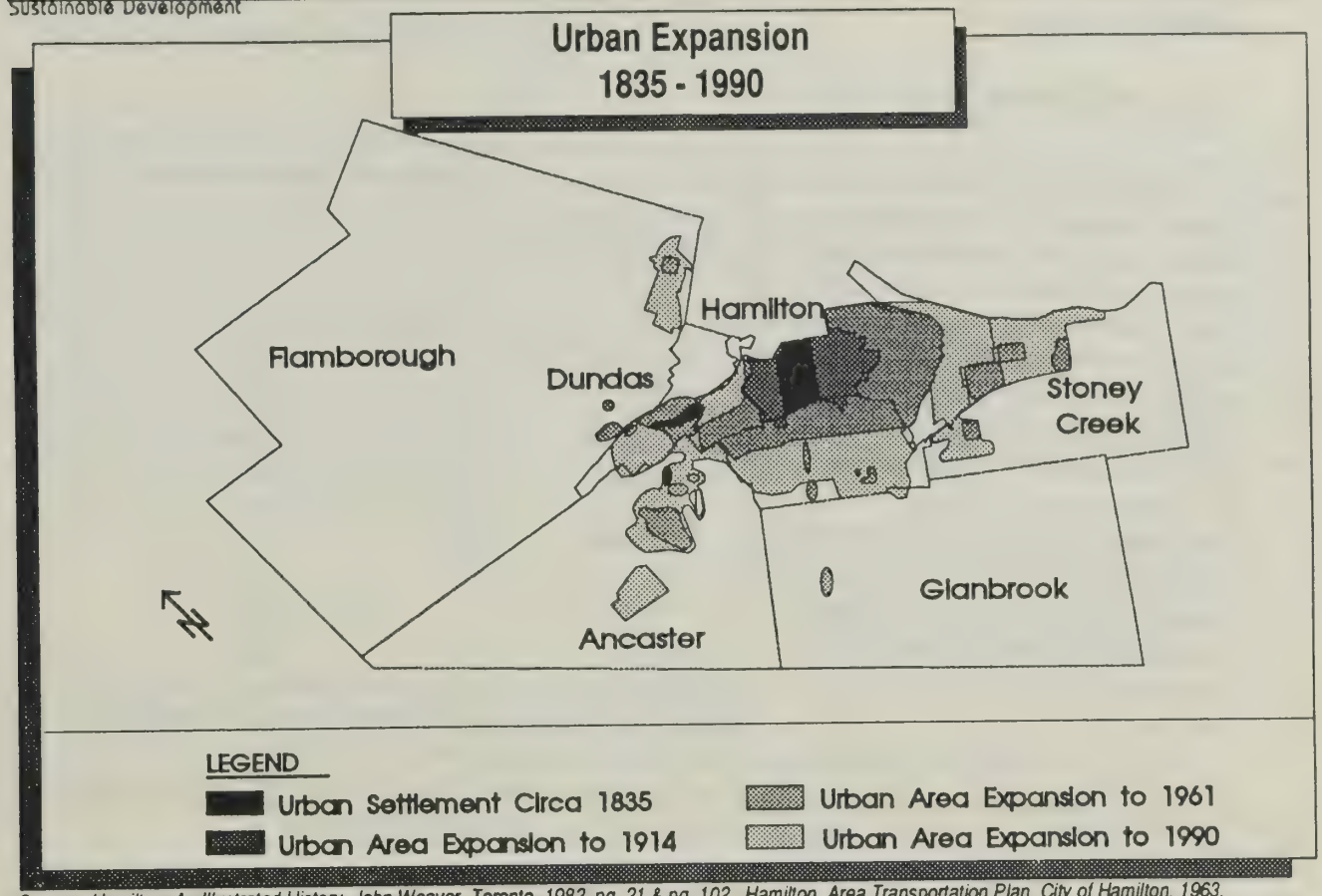
Over a quarter of the Region's land is now occupied by homes, industrial enterprises, commercial strips, apartment buildings, recreational parks, and other urban land-uses. Another half of Hamilton-Wentworth's land is now used for active agriculture, leaving less than a quarter of the area of the Region for natural areas such as forests or wetlands. The better part of the City of Hamilton and the Town of Dundas is now largely urbanized, and the Town of Ancaster and the City of Stoney Creek are rapidly being developed. Most of the Region's natural features are now found outside of the urban boundaries, in the outlying municipalities of Flamborough, Ancaster, Stoney Creek and Glanbrook, where most of the land still has not been developed for urban land-uses.



Source: Land-Use Characteristics, Hamilton-Wentworth Plannining and Development Department and Assessment Records 1987

Hamilton-Wentworth: A Growing Urban Entity

Although Hamilton-Wentworth has not grown at the same rapid pace as the municipalities to the north in the Greater Toronto Area, the region has nonetheless continued to expand physically and geographically at a steady pace since the turn of the century. As illustrated in the following map, Hamilton-Wentworth's urbanized area has expanded during the last one and a half centuries from a series of small towns in Hamilton, Ancaster and Dundas into a continuous urban entity that stretches from Stoney Creek in the east to Hamilton above the escarpment in the south to Ancaster in the south-west. Virtually all of Hamilton has been developed and serviced with water, sewers and access roads, leaving only small pockets of undeveloped land in the southern periphery. Ancaster, Flamborough and Stoney Creek saw rapid development in the 1970s and 1980s, and municipal infrastructure will allow further development in these municipalities in the 1990s. Plans for Ancaster show a possible doubling of the population there within 20 years as a result of the huge Meadowlands project. Stoney Creek's plans also indicate a rapid urbanization of that city's remaining undeveloped lands, particularly below the escarpment, while a proposed expansion of Waterdown will substantially increase the size of Flamborough's urban area.



Source: Hamilton; An Illustrated History, John Weaver, Toronto, 1982, pg. 21 & pg. 102, Hamilton Area Transportation Plan, City of Hamilton, 1963, Land-Use maps, Hamilton-Wentworth Planning Department, 1990.

Changes in Agriculture in Hamilton-Wentworth

Agriculture is an important economic activity in the region, as illustrated by annual farm cash receipts of $113.8 million, capital value of land, buildings, equipment and livestock of $476 million and yearly expenditures totalling $94 million. Agriculture is changing, however. Between 1981 and 1986, the area of census farms in Hamilton-Wentworth declined from 158,519 acres to 145,083 acres (-8.48%). The number of farms declined from approximately 1,553 to 1,393 (-10.3%), and the total farm population declined from 4,940 to 4,235 persons (-14.27%). In addition, average farm size has increased slightly from 96 ac. in 1976 to 104 ac. in 1986. The loss of farmland has been through urban development, rural settlement expansion, competing rural land uses and residential development in the rural area.

On the remaining farmland, there have been shifts in production with fluctuations in vegetable acreages from 10,000 ac. in 1981 to 5,600 in 1986 to 7,000 in 1989, and increases in soyabeans from 3,800 ac. in 1981 to 8,000 ac in 1989. However, other commodities have encountered drops in acreages. Grain corn from 31,000 ac (1981) to 24,000 ac (1989), oats from 6,800 (1986) to 3,800 (1989), fruit from 4,500 (1981) to 4,200 (1989), and dairy production has decreased from milk production totals of 30,000,000 kilolitres (1976) to 26,500,000 kilolitres (1986). Present agricultural production (cash receipts) is distributed among the various commodities as follows: floric/nursery account for 25%, poultry 21.8%, fruit and vegetables 17%, dairy 11.7% livestock 11% and other commodities 13.5%.

Changes in agriculture are not limited to acreages or production figures. The rural land ownership pattern is also undergoing change and in Hamilton-Wentworth 50% of the farmland is now rented by area farmers. With speculative and absentee landlords in control of much of the farmland there is increased pressure for land prices to rise, and short term lease arrangements can result in poor land management practices, and thus a general degradation of the agricultural land base. Increased land costs, cheap food policies (Cost of Food related to Disposable Incomes -Canada 15%, Ireland 27%, U.K. 20%, Sweden 21%), and low return for the farmer (eg. out of the $1.29 consumer price for canned apple juice only .21¢ (16%) is paid to the farmer) are forcing a number of area farmers to seek part time work or to get out of farming altogether. The result in Hamilton-Wentworth and southern Ontario is a changing rural land use and ownership pattern, a marked decline in agricultural population and to a certain extent production; and an overall increase in rural population from 36,110 in 1981 to 37,500 in 1986 (+3.85%).

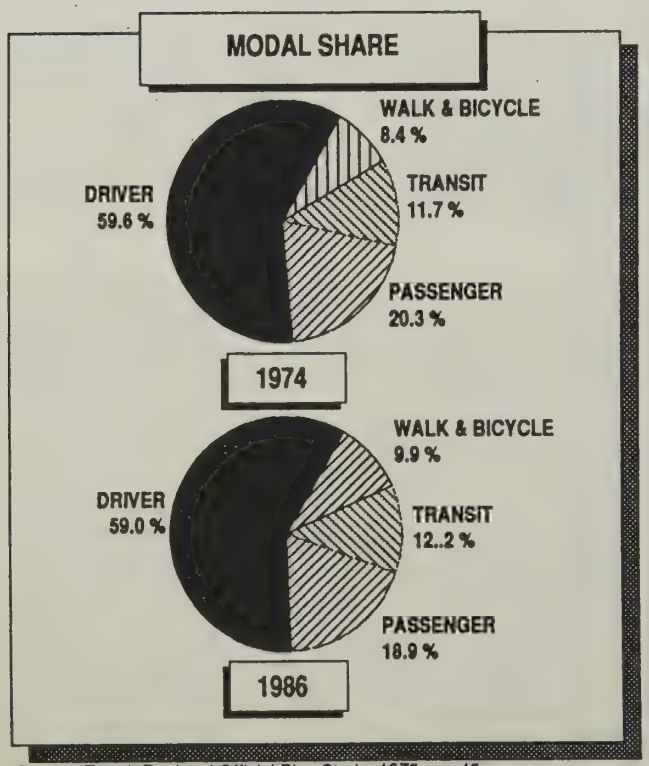
Smaller Households; Larger Homes

As incomes have risen during the 20th Century, increasingly affluent residents have tended to demand larger homes. This trend has been partially due to the desire by many to own a suburban house, a dream that has become part of the North American idealized lifestyle. During the post-war baby boom era the image of a desirable family unit came to consist of a husband, wife and children residing in a suburban detached house. Although household composition changed dramatically during the 1970s and 1980s for a variety of reasons, and households declined as a result, the perception of a desirable residence continues to be a large single-detached home in the suburbs.

	Single Detached Homes by Date of Construction		
Size In Sq.Ft.	1900-45	1961-70	1986-88
< 1000	27.2 %	3.1 %	0.2 %
1000-1299	33 %	51 %	9.9 %
1300-1599	20.6 %	18.3 %	9.3 %
1600-1999	11.6 %	12.2 %	21.7 %
2000-2999	6 %	14.1 %	51.7 %
3000 +	1.1 %	1.2 %	7 %
Total	100 %	100 %	100 %

Source: Regional Building Profile; Standard Reports, Planning and Development Department. Sept., 1990

The decline of the average household size in Hamilton- Wentworth, from 3.0 in 1976 to 2.7 in 1986[1], combined with the propensity of residents to buy larger houses, has meant that the urban portion of the region has continued to expand geographically in the 1960s, 1970s and 1980s even though population growth has been relatively moderate.



Source: Trend; Regional Official Plan Study, 1975, pg. 45
Transportation Tomorrow Survey, 1988

Modes of Transportation: The Ascendence of the Automobile

Population densities have declined as the residents of Hamilton-Wentworth moved to the suburbs. The automobile is now firmly established as the primary mode of transportation in the region. As in the rest of North America, public transportation utilization during the past six decades in Hamilton declined and then stagnated (on a percentage of total trips basis) while the number of cars increased dramatically. In 1930 there were 8 residents per automobile in the City of Hamilton and in 1950 there were 5 residents per automobile. By 1968, car ownership had soared to the point where there were only 3.1 residents per automobile in the City of Hamilton. More recent data shows that this trend has continued into the 1980s. The Transportation Tomorrow Survey revealed that the number of cars available to, or owned by, a household increased from an average of 1.1 in 1980 to an average of 1.4 in 1986. As the table shows, the dominance of the automobile as the primary form of transportation in Hamilton-Wentworth established in the 1960s and early 1970s has not been significantly eroded in the intervening period.

[1] *Population Projections 1988 - 2006, Hamilton-Wentworth Planning Department, 1989*

Changing Commuting Patterns, Growing Traffic

Hamilton-Wentworth remains a place in which the vast majority of its residents are still employed within its boundaries, with 84 percent of the residents travelling to work destinations in the region. However, as the Toronto metropolis has grown in terms of population and economic importance, and has physically expanded westwards into the Peel and Halton regions, an increasing number of residents of Hamilton-Wentworth have begun to commute into the Greater Toronto Area. At the same time, Hamilton-Wentworth has seen a slight decline in the number of commuters who travel to the region for employment purposes, with the result that Hamilton-Wentworth is very slowly changing from a net importer of commuters to a net exporter of commuters. Between 1981 and 1986 Census Data shows that the number of commuters travelling from outside of the region to employment sites within Hamilton-Wentworth declined only slightly from 30,100 to 30,000. However, the number of Hamilton-Wentworth residents who travelled to employment sites outside of the region increased from 23,100 in 1981 to a significantly higher 31,900 in 1986. As the following table indicates, the continued reliance on the automobile as the primary means of transport has combined with lower urban densities , increasing work-commuting distances , and a growing reliance on trucks for distribution purposes , to cause much higher levels of traffic on the region's major arteries.

	Average Annual Daily Traffic Count	
Major Route	**1976**	**1988**
Highway 2/53 Ancaster-Brant	11,400	25,950
QEW Stoney Creek-Niagara	37,600	56,300
QEW Hamilton-Burlington	56,000	75,000
Highway 403 Dundas-Burlington	47,500	68,300

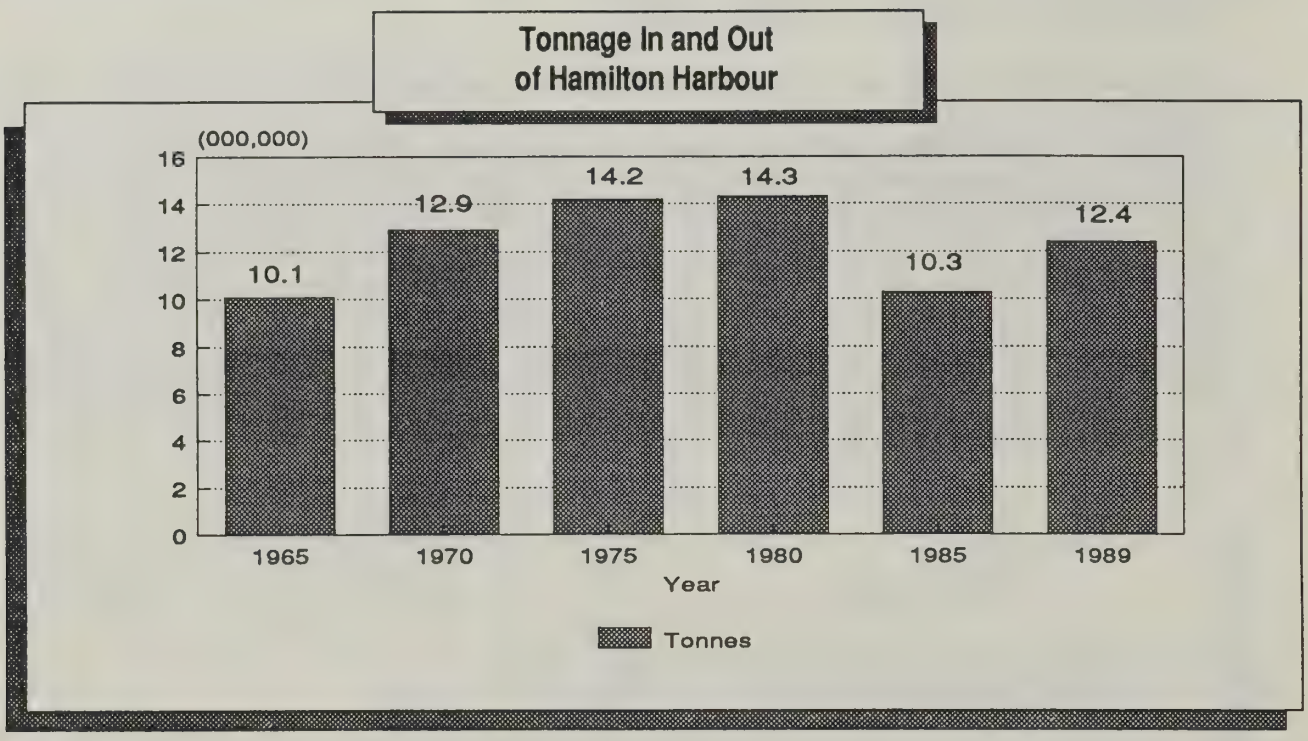
Source: 1976 Traffic Volumes, MTC ISSN 0701 50 Reference CA2 ONDT75 P63A 1976, 1988 Traffic Volumes, MTC ISSN 0701 50 Reference CA2 ONDT75 P63A 1988.

Current Plans for Accomodating Residential Development Expansion in Hamilton-Wentworth

As of January 1, 1990, the Regional Municipality of Hamilton-Wentworth had within the designated urban area approximately 1,950 hectares (4,880 acres) of vacant land with a development potential of 46,860 dwelling units. A large part of the land designated for residential development is found above the escarpment, south of the built urban area. Vacant residential land identified between the QEW and Lake Ontario, and in the built-up areas, are mostly designated for high-density development while much of the undeveloped area in the south is designated for low-density housing.

According to current Regional and Area Municipality official plan designations, the largest supply of residential land (36%) and potential residential units (38%) is located in the City of Hamilton, predominantly south of Mohawk road. With 25% of the region's residential land supply and 31% of the region's residential unit potential, Stoney Creek is second only to Hamilton in terms of development potential, while Ancaster has 18.5% of the region's residential land supply but only 15% of the region's residential unit potential,. Dundas, Flamborough and Glanbrook contain the remaining 20% of the region's available residential land supply and 16% of the estimated residential unit potential.

Approximately 51% of the region's residential land supply is identified as being able to use existing water and sanitary sewer trunk lines, while another 34% of the region's residential land supply can be classified as probably receiving water and sewer trunk lines in the next five years. Based on the 1988 Planning and Development Department population projections, the current urban areas as designated in the Hamilton-Wentworth Official Plan are capable of supporting projected increases in population and households to the year 2006 and probably beyond.



Source : Hamilton Harbour Commissioners

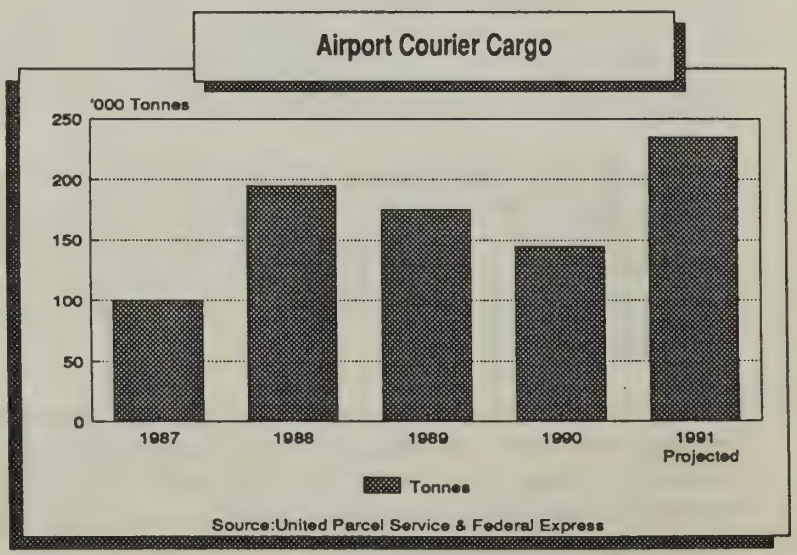
Harbour and Airport: Alernative Transportation Modes

Hamilton Harbour

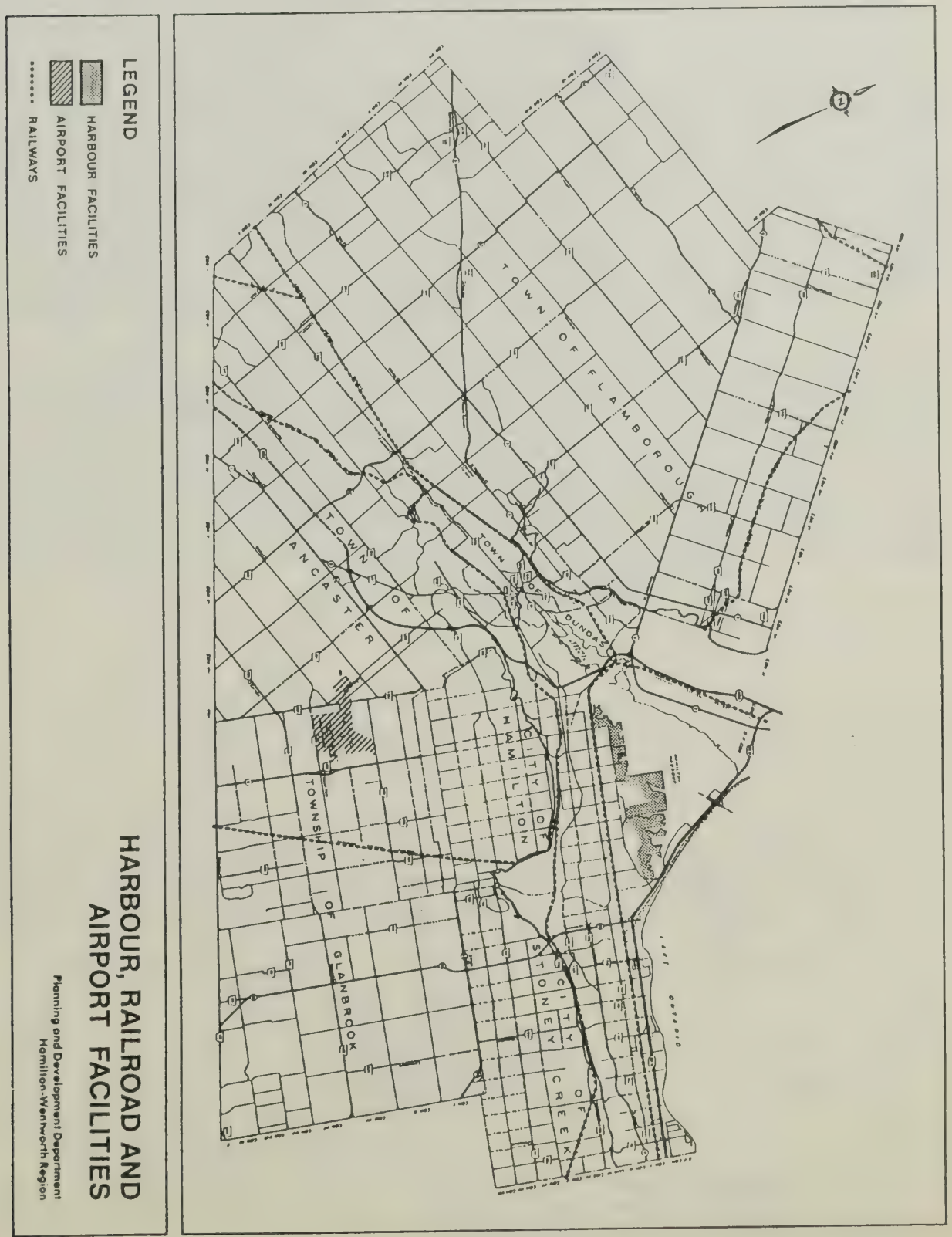
Shipping through Hamilton Harbour continues to be a viable method of transportation, and the harbour remains the most active in the Great Lakes area. The level of total shipments remained relatively strong throughout the 1970s and 1980s and shipments to and from overseas ports has increased significantly since the early 1980s, reflecting a recovery of economic activity after the 81-82 recession. Total tonnage has fluctuated between 8.5 and 14.5 million tonnes a year between 1965 and 1989, with the majority of the shipments (89 %) in and out of the harbour comprised of iron ore, coal, iron, steel and metal products. Of the iron ore, metal products, and coal shipped or received in the harbour, almost all was destined to, or shipped out from, the two largest industrial employers in the region, Dofasco and Stelco. Of the remaining 11% of the shipments received at the Harbour, most of the goods and commodities embarked or disembarked consisted of petroleum products and other hydrocarbons, construction materials, and agricultural products such as grain.[2]

Hamilton Airport

In marked contrast to Hamilton Harbour, which is a major Great Lakes port, Hamilton Airport is definitely still a small regional airport by North American air cargo and passenger volume standards. Virtually all of the airport's traffic is related to the courier business, short-distance passenger flights to cities like Montreal and Ottawa, charter-flight business, and privately-owned airplane uses. To a large extent, increasing the traffic at the airport will depend on the growth of the courier business moving through Hamilton, and on the expansion of the facilities to accomodate larger-scale operations and long-distance flights.



[2]*Source: Portfolio; Economic Impact Report, Hamilton Harbour Commissioner*


LEGEND
HARBOUR FACILITIES
AIRPORT FACILITIES
RAILWAYS
HARBOUR, RAILROAD AND AIRPORT FACILITIES
Planning and Development Department
Hamilton-Wentworth Region
TOWN OF FLAMBOROUGH
TOWN OF ANCASTER
TOWN OF DUNDAS
HAMILTON
TOWNSHIP OF GLANBROOK
STONEY CREEK
CITY OF

ROAD TRANSPORTATION
Planning and Development Department
Hamilton-Wentworth Region
LEGEND
EXISTING
PROPOSED
PROVINCIAL HIGHWAYS
ARTERIAL ROADS
LOCAL ROADS
CITY OF HAMILTON
CITY OF STONEY CREEK
TOWNSHIP OF GLANBROOK
TOWN OF FLAMBOROUGH
TOWN OF ANCASTER
TOWN OF DUNDAS
QEW
403
20
53
6
5
8
52

Historical Linkages Between Land-Use and Transportation

Transportation and land-use planning have always been inextricably interconnected and will continue to be so in the 21st century. For the most of the 19th century, Hamilton, Dundas and Ancaster were relatively compact and pedestrian-oriented urban settlements with a varied mix of land-uses. However, two periods of rapid change in transportation technology had far reaching effects on the evolution of land utilization in what is today Hamilton-Wentworth. During the 1890 to 1915 period Hamilton underwent a revolutionary transformation in its physical manifestation as the result of inovations in, and the expansion of, various forms of transportation. Artifical improvements to navigation in Hamilton Harbour and various parts of the Great Lakes combined with improved railroad access (the Toronto, Hamilton and Buffalo line) and electrical power from the Niagara peninsula to promote the development of vast industrial complexes in the Bayfront area. The introduction of the electric street car allowed the development of vast tracts of land for workers' housing to the east of the city, thereby extending the city's boundaries far beyond what would have been feasible had the city still operated on a pedestrian basis, creating Hamilton's first "urban sprawl".

The post World War II era, particularly 1945 to 1965, saw another revolution in land-use patterns as the widespread construction of roads and highways combined with dramatically increasing automoble ownership rates to facilitate the development of huge residential subdivisions in Hamilton above the escarpment and in Stoney Creek and Ancaster. Virtually all of the major arteries used in the region today for automoble and truck traffic such as the QEW and 403 Highway were either built or under construction by 1965, and it is interesting to note that the plans for the extention of the 403 Highway to Mississauga in the east and Brantford in the west and for the contruction of the Redhill Expressway, have been in existance since the early 1960s. This rapid construction of roadways and growth in car and truck utilization has led to a lowering of densities in new housing and industrial subdivisions alike, and has left residents of many parts of the region with a marked dependence on automobiles for access to shopping, employment opportunities and recreational facilities.

This is one in a series of Fact Sheets produced by the Regional Planning Branch of the Planning and Development Department, for the Regional Chairman's Task Force on Sustainable Development, Regional Municipality of Hamilton-Wentworth.

Other Fact Sheets available:

Social Statistics
Demographic Trends
Environmental Indicators
Hamilton-Wentworth's Economy

For further information, please contact :

The Planning and Development Department,
119 King St. West, 14th.,Floor, P.O. Box 910,
Hamilton, Ontario, L8N 3V9, (416) 546-2195, Fax: 546-4364

VISIONS
for a sustainable future for hamilton-wentworth

Issue No. 2 *Spring 1991*



Workshop participants explored ways to improve life in Hamilton-Wentworth.

Citizens voice concerns for region's future.

Last fall, citizens from all over Hamilton-Wentworth expressed their hopes and aspirations for the region at seven community workshops and through verbal and written comments. These ideas will be used by the Task Force on Sustainable Development in forming a Regional Vision Statement which will be produced this summer.

The Task Force, comprising 16 citizens and three Regional Councillors, was set up in 1990 by Regional Council to recommend future economic, environmental and social directions for Hamilton-Wentworth.

Hamilton-Wentworth part of world-wide movement

The Regional Municipality of Hamilton-Wentworth is one of many governments and other organizations around the world that have adopted a new approach: "sustainable development". Simply put, sustainable development calls for the integration of economic, environmental and social factors in public and private decision making to ensure a viable future for us all.

Read what people said

Community workshops were held in Ancaster, Dundas, Flamborough, Glanbrook, Hamilton and Stoney Creek. Comments from the workshops, as well as from a telephone line and written submissions have been published in a report. Please call 546-4162 for your free copy.

cont'd on page 2

The seven major issues of concern for most people who offered their views last fall are (in no order of priority):

- transportation system offers inadequate opportunities for cycling, pedestrians and public transit;
- recent urban development is unattractive, destructive of landscape character, wasteful of resources, and lacks a sense of community;
- pollution (air, water and soil);
- loss of natural areas and encroachment on conservation lands and scenic areas;
- economic concerns regarding over-dependence on manufacturing, a lack of dynamic initiative in the economy and shrinking employment opportunities;
- local government is not responsive to citizens, shows a lack of leadership and exhibits little commitment to long term plans and policies;
- social problems such as poverty, security, and an aging population.

Citizens' concerns

cont'd from page 1.

Since the Task Force feels that an effort should be made to involve people who normally are overlooked, specific groups were invited to meet and discuss their ideas on the type of community they desire. Approximately 20 groups, such as rural seniors, native people and immigrants have met.

As with the workshops, free copies of the report on these discussions are available by calling 546-4162. Please ask for the focus group report.



Creating our vision

The Task Force is presently working on a "Vision Statement" which will be circulated publicly when it is completed. The Task Force wants to involve as many people as possible in this process to ensure that a vision for Hamilton-Wentworth represents a broad community perspective.

A vision is an expression of what we want; it forces us to take a stand for the future we desire. In the case of the Task Force, a regional vision will also guide at least three major regional government activities:

- *a review of the Regional Official Plan (determines how land is used and developed)*
- *the Economic Strategy (aimed at improving the economic life of Hamilton-Wentworth)*
- *budgeting (how your tax dollars should be spent)*

The region will be involved with many organizations to help make the vision happen.

Building blocks for the vision



As a starting point, the Task Force has identified four principles:

- *the fulfilment of human needs for peace, clean air and water, food, shelter, education, and useful and satisfying employment*
- *the maintenance and enhancement of ecological integrity and protection of diverse and important natural species and systems*
- *the right of citizens to be meaningfully involved in the definition and development of local solutions to environmental and development problems*
- *the fairest possible sharing of limited resources today and for the future.*

The Task Force members feel that these four principles are a good basis for a vision of a sustainable Hamilton-Wentworth.

Task Force gets extra help

Members of the Task Force are now meeting twice a month with 35 community volunteers in eight working groups. Each group is looking at the social, economic and environmental aspects of a particular subject.

The eight groups are:

- *human health*
- *ecosystem integrity*
- *natural areas*
- *community design*
- *culture and learning*
- *community well-being*
- *economy, livelihood and education*
- *food and agriculture*

The working groups will present their ideas for a vision at the community forum in June (see next page) where you will have an opportunity to discuss these ideas.

Forum focuses on region's future

Your thoughts about our future are important, and you'll be able to share your ideas at a community forum on Saturday, June 15th at the Hamilton Convention Centre. Citizen input from the day will be incorporated into the Vision Statement process.

Throughout the day, a video of last fall's workshops can be seen, along with displays showing children's ideas about our future. Fill out the registration form below today!

Registration Information

When:
Saturday, June 15, 1991 9:00 am - 4:30 pm
Registration: 8:30 am - 9:00 am

Where:
Hamilton Convention Centre
115 King St. West,
(Use entrance off Summer's Lane)
Hamilton, Ontario

Cost:
Free (including breaks and lunch)

Assistance:
Free child care at the YWCA and public transit.
Please indicate on registration form if applicable.

Accessibility:
The Convention Centre is wheelchair accessible.

Registration deadline:
Friday, May 31, 1991

Program

8:30-9:00 am	*Registration*
9:00-9:30	*Introduction*
	Welcome and Overview of Task Force,
	Regional Chairman
	Reg Whynott
9:30-10:15	*Workshops (part 1)*
10:15-10:30	*Break*
10:30-12:00	*Workshops (part 2)*
12:00-1:15 pm	*Luncheon*
	Speaker: Colin Isaacs
	Environmental Policy Consultant
	Member,
	Ontario Round Table on Environment and Economy
	"Working Together for a Better Region"
1:15-2:45	*Reports from workshops*
2:45-3:00	*Break*
3:00-4:30	*Discussion and public submissions*

Most of the day will be broadcast live on Cable 14

Note: Program is subject to change.

Workshop options

Eight working groups were formed this spring to investigate issues identified last fall. Each working group is made up of Task Force members and other citizen volunteers.

One of the main purposes of the forum is to allow you to hear and to comment on the recommendations of the working groups. The issues the groups are examining are listed to the right.

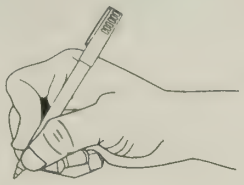
Workshops will be concurrent. However, after lunch, overviews from each workshop will be presented to everyone.

Please indicate your first and second choice:

1. _____ *Human Health*
2. _____ *Ecosystem Integrity (human disturbances of natural processes)*
3. _____ *Natural Areas*
4. _____ *Community Design*
5. _____ *Culture and Learning*
6. _____ *Community Well-Being*
7. _____ *Economy, Livelihood and Education*
8. _____ *Food and Agricultue*

Note: *The scope of each working group is subject to change. Workshop choices filled on a first-come basis.*

The following reports were prepared for the working groups and are available to the public.



Please call 546-4186 for your copy.

Background Papers:

1. *Government in Hamilton-Wentworth*
2. *The Planning Function of Regional Government in Hamilton-Wentworth*

Discussion Papers:

1. *Demographic Trends and Social Adjustment*
2. *Workforce, Education and Human Development*
3. *Habitation and Community Design*
4. *Transportation, Physical Services and Land Use*
5. *Economic Base and Livelihood*
6. *Food, Rural Land Use and the Agricultural Economy*
7. *Environment and Health*
8. *Greenspace and Natural Areas*
9. *Energy, Waste and Resource Consumption*
10. *Poverty, Social Equity and Community Well-Being*
11. *Population Health and the Health Care System*

Visions reports on the activities of the Regional Chairman's Task Force on Sustainable Development. The Task Force has a two year mandate to create a Regional Vision Statement integrating economic, environmental and social goals and to design a strategy to bring the vision to life.

Address correspondence to:

The Task Force on Sustainable Development
c/o Regional Planning and Development Department
119 King St. W., 14th floor, P.O. Box 910
Hamilton, Ontario L8N 3V9
(416) 546-2195

The Community Speaks: a Cable 14 presentation



Hear what residents of Hamilton-Wentworth feel is important for our future.

Taped at the Task Force workshops last fall.

Sunday, May 12	***Monday, May 13***
12 noon-1:30 pm	***10-11:30 pm***

Call 523-1414 for broadcast times in June.

Printed on recycled paper.

Creating the sustainable region

Saturday, June 15, 1991 Hamilton Convention Centre

Name: _____ Address: _____

Phone: home: (____) ____ -_____

office: (____) ____ -_____

Child Care: N____ Y____ /Ages: _____ Public Transit Requested: N____ Y____

Registration deadline May 31, 1991 Register today. Space is limited.
Please indicate your workshop choice on the reverse side.

Send this form to:
Brenda Poland, Communications Co-ordinator, c/o Regional Planning Department,
119 King St. W., 14th floor, Hamilton, Ontario L8N 3V9

Existing Regional Official Plan Policies Pertaining to Transportation

9 TRANSPORTATION

The movement of people and goods is an important consideration in planning for the future development of the Region. The transportation policies in this Plan are intended to ensure that transportation facilities are provided which will facilitate the movement of people and goods with the least disruption to the human and natural environment.

The travel characteristics of people can change with time resulting in changes in traffic. The transportation system outlined in these policies has been designed with a degree of flexibility after analyzing the potential effects on travel characteristics due to such influences as the diminishing petroleum supplies and possible changes in technology.

The transportation policies are designed to emphasize the role of transit in the Region of Hamilton-Wentworth. However, analysis shows that the automobile will not become obsolete in the next twenty years and people will continue to rely on the automobile for much of their trip making. The policies in this Plan are designed to promote transit in those areas where it is most effective. The primary focus of transit will be to provide, where feasible, an alternative to the automobile in the urban area.

Improved transit service will lessen demands on the highway and street system, thereby reducing needs for road improvement. However, the need for road improvements cannot be eliminated by expanded transit service. In fact, many forms of public transit rely on uncongested roads to facilitate acceptable levels of transit service.

Roads are an important element in the overall transportation system and must be planned as such. The policies in this Plan to upgrade and improve the road network are essential in order to meet the economic, recreational and social objectives of the Plan. The policies support both the road and transit systems, while attempting to reduce the preponderance of automobiles and create a more even balance between the use of the automobile and transit.

OBJECTIVES

- Provide an efficient, convenient and safe transportation system that will support the Regional Development Pattern and provide a balance between public and private modes of transportation.

- Provide good transportation connections between Hamilton-Wentworth and points beyond the Region's borders in order to make Hamilton Wentworth accessible as a centre for industry, trade, commerce, culture, recreation and tourism.

- Progressively and continuously upgrade the transportation system in order to support and compliment the Regional Development Pattern.

- Take into account safety, social, environmental and economic considerations as well as

transportation system performance when planning improvements to and operating the transportation systems.

- Provide adequate transportation access to all geographic areas and social and economic groups within the Region.

- Maintain the capacity of the existing arterial road system in order to minimize the need for new facilities.

- Provide a level of transit service sufficient to play a significant role in the movement of persons throughout the urbanized area of the Region and especially into the Hamilton downtown area.

- Co-operate with adjacent municipalities, other agencies and other levels of government in order to ensure that transportation facilities not under the control of the Region are compatible with and support the Regional land use and development Plan.

- Plan future road, transit and parking facilities as part of a total integrated transportation system consistent with the land use and development pattern.

9.1 GENERAL POLICIES

It shall be the policy of Regional Council:

9.1.1 To provide new transportation facilities and services or upgrade existing facilities and services where they are deemed necessary to support development plans that are consistent with the Official Plan policies, and where the existing facility or service is under the jurisdiction of the Region or where the new facility or service meets established criteria to define it as a Regional responsibility.

9.1.2 That public transit receive a high priority in the planning of new transportation facilities in the urban area. Transit solutions to transportation access and capacity problems will be integrated with improvements to the road system.

9.1.3 To protect any rights-of-way which may become available until an evaluation is made of their potential as a component of the Regional transportation system.

9.2 ROADS POLICY

The policies of the Province regarding design, operation, maintenance and control of adjacent land use shall prevail over the policies of this Plan for roads under the jurisdiction of the Province.

It shall be the policy of Regional Council:

9.2.1 That the road system shown on Map No. 5 be adopted as the framework for planning and

redeveloped; or by means of purchase or otherwise, when Council determines such action to be necessary.

9.2.9 To make major improvements in the road system over the planning period. To overcome existing and forecasted deficiencies in the arterial road network, such improvements will include the following new road connections:

(a) A new road link from Burlington Street West to Highway 403 as designated in Map No. 5;

(b) A new east-west roadway on the Hamilton Mountain connecting from Highway 403 in the west to a new north-south arterial road in the east as designated in Map No. 5;

(c) A new north-south road, crossing the Niagara Escarpment along the Red Hill Creek Valley connecting the new east-west roadway in the south to the Queen Elizabeth Way in the north as designated in Map No. 5:

(d) Additional east-west road capacity on existing arterial roads or a new road connection between downtown Hamilton and the junction of Main Street and Cootes Drive in West Hamilton;

(e) Additional east-west road capacity on existing arterial road connections or a new road connection in the corridor immediately north of the Niagara Escarpment between downtown Hamilton and the junction of King Street and Lawrence Road in the east; and

(f) Additional north-south road capacity across the Niagara Escarpment in the central Hamilton corridor between Becketts Drive and the Sherman access to be restricted to improvements to the approaches of the existing access routes.

9.2.10 To protect lands for full controlled access interchanges with the proposed east-west roadway where the road crosses: Garth Street, Upper James Street, Upper Wentworth Street, Upper Gage Avenue and the northern extension of Dartnall Avenue. The exact boundaries of the lands required for these interchanges shall be designated in Secondary Plans.

9.2.11 To conduct studies regarding the need for additional major improvements in order to facilitate the flow of traffic, including an additional Mountain access route in the City of Stoney Creek, and a Main Street/Highway No. 8 by-pass of the downtown area of the Town of Dundas.

9.2.12 To establish the relative priorities of the recommended major improvements in a transportation systems plan which will provide the basis for introducing transportation capital facilities into the Region's Five (5) Year Capital Program.

The transportation systems plan will be prepared as part of the continuing planning process and will be updated from time to time so as to have an estimate of the capital requirements for transportation facilities for a minimum of a 10 year horizon at all times.

9.2.13 That arterial roads in developing areas be designed primarily to accommodate the through movement of traffic between major land use areas, municipalities and settlement areas. Accordingly, the Area Municipalities shall provide policy guidance through their Official Plans and where deemed appropriate, restrict access to individual parcels of lands by employing devices such as reverse frontage, separate frontage roads, and common access points for a number of properties.

9.2.14 That new residential development adjacent to or in the immediate vicinity of an arterial road employ land development and design techniques to minimize the adverse visual and noise impacts of the roadway operation on that development.

9.2.15 That the right-of-way and design of new arterial roads and the reconstruction of existing arterial roads by the Region take into consideration:

(a) The requirements for pedestrian movements along and across the roadway including provisions in the right-of-way for adequate sidewalks, centre median pedestrian refuges and cross walks in the urban area and in the rural area where pedestrian use warrants such design considerations;

(b) The requirements of the public transportation system so transit vehicles will be able to operate efficiently and safely without significantly reducing the through movement function or the safety of the arterial road;

(c) The potential demands for bicycle use along the roadway. Where warranted and feasible, sufficient space within the right-of-way of the road shall be included to allow for the construction of safe bicycle paths, by the appropriate Area Municipality;

(d) The impact of the roadway on the surrounding land use, and shall employ, where warranted and feasible, design features that will reduce the visual and noise impact caused by the operation of the road;

(e) The aesthetics of the road, and shall include in design, where it is feasible, provisions for landscaping and tree planting; and

(f) The impact of the roadway on historical, cultural and recognized archaeological resources and, where feasible, shall be designed in a manner that minimizes any detrimental impacts on these resources.

9.2.16 That in order to preserve the capacity of the arterial road system and to provide for the safe and efficient movement of traffic:

(a) On-street parking will be prohibited on sections of arterial roads where feasible, and

(b) On-street stopping shall be prohibited on all arterial roads during the periods of peak traffic use.

9.2.17 That the Area Municipalities circulate to the Regional Engineer, in the early planning stages, all development or site plans in areas adjacent to a Regional road.

9.2.18 That the Area Municipalities include in secondary plans provision for sufficient off-street parking for all new development adjacent to an arterial road, to ensure adequate parking to meet the needs of the development without necessitating the use of the arterial road for parking.

9.2.19 That the Area Municipalities require all new development abutting arterial roads to provide adequate off-street loading and unloading facilities located in such a manner to minimize the detrimental impact by vehicles using such facilities on the free flow or safety of other vehicles operating on the arterial road system.

9.2.20 To designate a system of scenic drives with the co-operation of the Area Municipalities. These routes will be developed in a manner that emphasizes the scenic aspects of the Region of Hamilton-Wentworth.

9.2.21 To maintain an efficient system of designated truck routes throughout the Region, utilizing portions of the arterial road system. This system shall be reviewed on a regular basis to minimize the intrusion of trucks into residential areas while providing an acceptable level of service to industrial and commercial development in the Region.

9.2.22 To encourage the Provincial Government, through the Ministry of Transportation and Communications, to:

(a) Plan for additional highway capacity between Hamilton-Wentworth and points east via both the Q.E.W. Skyway corridor and the Highway 403 corridor in order to maintain a level of accessibility into the Region that is consistent with the economic and development goals of the Region and to provide this additional capacity when demand warrants;

(b) Monitor the need for a new alignment of Highway 6 north from Caledonia into Hamilton that will accommodate traffic from Nanticoke to Hamilton-Wentworth, Toronto and points east; and to construct this facility when demand warrants on an alignment that has the least disruptive effect on the Area Municipalities involved;

(c) Construct the extension of Highway 403 from the junction of Highway 2 in Ancaster westward to Brantford;

(d) Provide additional road capacity in the Highway 5 corridor between the eastern Regional boundary and Highway 6 in a manner that has the least impact on existing and planned development within and in the vicinity of the Town of Waterdown; and

(e) Improve the level of service of highway connections from the City of Hamilton to the Cities of Kitchener, Waterloo, Cambridge and Guelph.

9.3 TRANSIT POLICY

It shall be the policy of Regional Council:

9.3.1 To provide public transit at a level of service adequate to encourage its use within and between the urbanized portions of the Area Municipalities.

9.3.2 To review the boundaries of the Urban Transit Area from time to time, or at the request of any of the Area Municipalities, and in conjunction with all the Area Municipalities affected, with the objective of eventually including within the Urban Transit Area all portions of the Region developed at urban densities.

9.3.3 That the urban transit system in the Region be planned and operated in such a manner that:

(a) Downtown Hamilton be the primary focal point of transit service and the level of service into the downtown area will be such that it will provide a degree of accessibility that is consistent with the downtown's role as a Regional Centre and will reduce the need for the operation of private automobiles into the downtown area;

(b) The sub-regional centre on the Hamilton Mountain be a focal point for transit service above the Escarpment in Hamilton and Stoney Creek, with a major high speed transit connection between this centre and downtown Hamilton;

(c) The eastern sub-regional centre in the Region be a focal point for transit service to east Hamilton and that part of Stoney Creek below the Escarpment. Direct transit connections between this centre and downtown Hamilton will be encouraged; and

(d) The municipal centre of each of the Area Municipalities or a centre designated by the Area Municipality, act as a focal point for local transit service within the Area Municipality.

9.3.4 To encourage commuter transit connections between downtown Hamilton and municipalities adjacent to the Region in order to make retail facilities, service facilities and job opportunities in Hamilton-Wentworth accessible to the residents of those

municipalities. The financial involvement of the Region in the operation of these transit connections shall be limited and Provincial financial involvement will be encouraged.

9.3.5 That to improve the transit service in the urbanized area, where it is feasible, in order to provide a viable alternative to the automobile for the movement of people, and to reduce, where possible, the need for new road construction.

9.3.6 To consider preferential and/or exclusive bus lanes and other transit oriented improvements on arterial roads where demand warrants and their application is feasible.

9.3.7 That the planning of transit routes and intermediate capacity transit lines take into account the location of:

(a) Major employment and retail concentrations, universities and schools;

(b) Concentrations of high density residential developments;

(c) Terminals of inter-city transportation sytstems;

(d) Major medical and social service centres;

(e) Housing developments for the elderly, the handicapped and the socially disadvantaged; and

(f) Social amenities such as parks, theatres, museums, etc.

9.3.8 That a transit system with increased transit capacity receive a high priority in transportation planning in the urban areas of the Region, especially in the corridor connecting downtown Hamilton to the sub-regional centre on the Hamilton Mountain.

9.3.9 To develop public parking facilities in co-operation with the Area Municipalities where they are deemed necessary to support the operation of the urban transit system and encourage the Area Municipalities to adopt public parking policies that promote the use of transit.

9.3.10 To consider public transit as an integral part in the planning of major new residential development and all new commercial and employment centres in the urbanized portion of the Region. Accordingly, the Area Municipalities shall provide policy guidance through their Official Plans and, where deemed appropriate, secondary plans for such areas shall include provisions for safe, convenient and direct pedestrian access to the public transit system.

9.3.11 To encourage the Area Municipalities to allow for the concentration of high density residential development in the immediate proximity of major transit corridors and transfer

points in the transit system, in order that the transit system is immediately available for the use of as many persons as possible.

9.3.12 That the Regional transit system incorporate, where feasible, special vehicle features and operational procedures that will make the transit system more accessible to elderly and handicapped persons.

9.3.13 To encourage the provision of a special transit service to meet the needs of those elderly and handicapped persons within the Region who are unable to use the regular public transit system. Regional support will be based on the recognition that this transit service should provide, where feasible, access for this segment of society, in an efficient manner, to medical and educational institutions, and places of employment as well as to personal shopping, social and recreational functions.

9.3.14 To encourage the Provincial Government, through the Ministry of Transportation and Communications, to initiate and coordinate with the Regional Municipalities of Halton and Hamilton-Wentworth, the expansion of inter-regional commuter transit between the City of Hamilton and the City of Burlington, in order to serve the commuter travellers into the City of Hamilton from the City of Burlington and points further east.

9.3.15 To consider the use of existing rail lines and railway rights-of-way when planning for inter-regional transit connections between points in Hamilton-Wentworth and surrounding areas.

9.4 RAILWAYS POLICY

It shall be the policy of Regional Council:

9.4.1 To encourage and support the railway companies in their efforts to provide the most advantageous service to the residents and industries in the Hamilton-Wentworth Region.

9.4.2 To co-operate with the Area Municipalities and other levels of government in efforts to eliminate or relocate railway lines conflicting with other urban land use development and to eliminate unsafe level crossings between railways and arterial roads.

9.4.3. To encourage the appropriate railway authorities, where feasible, in areas of existing development, to provide adequate fencing, landscaping and noise abatement measures, so as to minimize detrimental impacts of the railway operation on the surrounding residential development.

9.4.4 To discourage new residential development in areas adjacent to or in the immediate vicinity of railway lines except where the adverse visual, noise and safety impacts of the railway operation on the development can be limited to levels acceptable to the Region.

9.5 TERMINAL FACILITIES POLICIES

It shall be the policy of Regional Council:

9.5.1 To recognize terminal facilities such as ports, airports, railway yards and stations, transit stations, truck depots and parking areas as integral parts of the total transportation system and the existing or planned location of these facilities be recognized in the transportation planning process in order to ensure maximum integration and compatibility with the transportation systems.

9.5.2 To encourage truck depots and freight transfer facilities to locate as close as possible to arterial roads in order to minimize the disruption to development on local or collector roads while not impairing the ability of the trucking industry to provide service to the Region.

9.5.3 To encourage and support the Federal Government and the airline companies in their efforts to provide adequate airline and airport service to the residents and businesses in the Hamilton-Wentworth Region.

9.5.4 That a Regional airport be maintained and expanded to sufficient size at the present location of Mount Hope to provide scheduled and chartered air cargo and passenger services consistent with the demand generated by the population and businesses of the Regional Municipality of Hamilton-Wentworth and the immediate surrounding regions and counties; and that the Regional Council will encourage the Federal Government to develop such a facility.

9.5.5 To encourage the appropriate Federal and Provincial authorities to provide a controlled access road facility connecting the airport erminal to the freeway system in the Hamilton-Wentworth area in order to ensure a high degree of accessibility to the airport from all areas in the Region.

9.5.6 To minimize future conflicts between the operation of the airport and surrounding land uses, and to provide for the future industrial needs of the Region. The Area Municipalities shall be required, in the preparation of Official Plans and zoning regulations, to apply the noise exposure forecast contours, as prepared by the Federal Ministry of Transport, for the runway configuration as specified in the final adopted plans for the expanded Hamilton Civic Airport, in conjunction with the guidelines for development in the vicinity of airports prepared by the Provincial Ministry of Municipal Affairs such that:

(a) No new residential uses are developed within areas exposed to noise disturbance levels at 35 NEF or greater; and

(b) All new development permitted within areas exposed to noise disturbance levels of 28 NEF or greater shall be required to be insulated for noise in accordance with the standards of the Provincial Ministry of Housing.

9.5.7 To ensure that adequate road access is provided to the harbour to allow for the effective and efficient operation of the harbour facilities and services.

9.5.8 That the Federal Government and the Hamilton Harbour Commission be encouraged and supported in efforts to provide services at the Port of Hamilton that are consistent with the economic and environmental goals of the Region.

9.5.9 That in order to encourage the use of public transit and reduce the potential use of private automobiles in the downtown area, the City of Hamilton will be encouraged to adopt as part of its Official Plan, policies that discourage the use of public parking facilities for long term commuter parking in the downtown area.

Subsection B.3 - Circulation and Movement System

The general intent of this Plan is to ensure the development and maintenance of an effective CIRCULATION AND MOVEMENT SYSTEM that will maximize accessibility in all parts of the City and reduce conflicts between pedestrian and vehicular circulation. The CIRCULATION AND MOVEMENT SYSTEM will consist of a Road Network, Public Transit, Parking, Pedestrian and Bicycle Circulation, and Rail, Marine and Air Services which will link the various land use designations in the Plan.

City of Hamilton Official Plan
"Transportation" Policies

Subsection B.3.1 - Road Network

It is the intent of this Plan that the ROAD NETWORK consisting of Regional and Municipal roads will accommodate anticipated future traffic volumes at a reasonably high level of service. Accordingly, this NETWORK is classified by function to identify and differentiate the various types of roads that are required for local and through traffic. This will also facilitate the planning and implementation of ROAD improvements, operation and maintenance.

3.1.1 In accordance with the provisions of the Regional Official Plan, Council will integrate the planning of the ROAD NETWORK under its jurisdiction with the Regional Road System.

3.1.2 In accordance with the intent of the Regional Official Plan, the ROAD NETWORK will be composed of Inter-Regional Highways, Arterials (which are Regional Roads), Collectors and Local Roads. All Inter-Regional Highways and Arterials are shown on Schedule "F"; in addition, right-of-way requirements are identified for certain Arterials and other roads.

3.1.3 The planning and implementation of the ROAD NETWORK will be subject to the following functional road classifications:

i) INTER-REGIONAL HIGHWAYS provide strategic links in the ROAD NETWORK. Their primary function is to carry traffic into, through and out of the City and the Region. INTER-REGIONAL HIGHWAYS such as Queen Elizabeth Way, Highway 403, Centennial Parkway and Rymal Road will have full or partially-controlled access to abutting lands;

ii) ARTERIAL ROADS will function as strategic links in the overall ROAD NETWORK. These Regional Roads will carry relatively large volumes of short and long-distance traffic in and through the City. ARTERIAL ROADS provide some access to abutting properties;

iii) COLLECTOR ROADS will function as connecting road links between Arterial and Local Roads. They generally carry lower traffic volumes than Arterial Roads and may provide direct access to abutting properties; and,

iv) LOCAL ROADS will provide direct access to abutting properties and carry traffic predominantly of local nature.

ii) The spacing between Arterial and Collector Road intersections will be appropriate to accommodate traffic control devices operated in a safe and efficient manner to enhance the flow of traffic along Arterial Roads and minimize the number of stops for vehicular traffic;

iii) The spacing and possible reduction of driveways on Arterial Roads by means of proper site planning techniques such as controlled access and common off-street parking facilities;

iv) Where feasible, the elimination of on-street parking on Arterial Roads by providing suitable off-street parking facilities;

v) An adequate buffer or intervening landscaping and screening; and,

vi) The provisions set out in Subsection D.2 of this Plan.

3.1.12 Further, where reverse frontage lots for Residential development are required adjacent to Arterial Roads (i.e., the east-west and north-south transportation facility), additional measures to attenuate the effects of noise and visual intrusion, such as, but not limited to, additional yard or lot requirements, double-glazing of windows, use of construction materials having sound-proofing qualities, and the reserve of easements for the effective placement of noise berms, will be investigated and implemented, where required, to meet the acoustical standards of the Ministry of the Environment and as further set out in Subsection C.7.

3.1.13 Council will co-operate with the Region in the designation and development of scenic drives and their integration with major Open Spaces, recreational areas and pedestrian and bicycle paths.

3.1.14 In accordance with the intent of the Regional Official Plan, Council will co-operate with the Region to designate, maintain, monitor and improve truck routes to accommodate the safe and efficient movement of truck traffic, while prohibiting the penetration of non-essential trucking into Residential areas.

3.1.15 In addition to Policy B.3.1.14 above, Council may require appropriate building setbacks, screening and buffering requirements along designated truck routes to alleviate excessive noise impacts on adjacent land uses.

3.1.16 Neighbourhood Plans will identify appropriate abatement measures to mitigate the impact of rail and vehicular noise on existing and proposed Residential developments, and will be in accordance with the provisions of Subsection C.7.

3.1.17 Council, in reviewing new subdivision plans, development and/or redevelopment proposals, will require, as a general standard, that sidewalks be provided within the development.

3.1.18 It is the intent of Council to permit temporary licensed wayside pits and quarries for the construction and maintenance of public roads, without amendment to this Plan. However, they will not be permitted in areas designated for Residential purposes or in areas where environmental disruption may occur. Further, Council will request the Ministry of Natural Resources to refer all applications for a permit to open, establish or operate a temporary wayside pit or quarry to the City prior to issuing such a permit. In this regard, Council may make recommendations to the Ministry regarding the method of operation and rehabilitation.

3.1.19 In accordance with the Planning Act, where a property is located in a Proposed Site Plan control area, as defined in Subsection D.3, the following provisions will apply:

i) Further to Policy B.3.1.2 above, Council will require as a condition of Site Plan approval, the dedication of property abutting ROADS with future rights-of-way widths in the south mountain and east end areas of the City, as specified on Schedule "F". In addition, the dedication of property abutting certain ROADS with future rights-of-way widths as defined below will also be required.

Road	From	To	Future Rights-of-Way Width (metres)
1) Bay Street	Perimeter Industrial Road	Main Street	26
2) Centennial Parkway	Queen Elizabeth Way	Barton Street	36
3) Cannon Street	Caroline Street	Victoria Avenue	26
4) King Street	Highway No. 403	Bay Street	26
5) King Street	Wellington Street	Victoria Avenue	26
6) Limeridge Road	150 metres east of West 5th Street	150 metres west of West 5th Street	26
7) Limeridge Road	150 metres west of Upper James Street	Ridge Street	26
8) Limeridge Road	150 metres west of Upper Wellington	150 metres east of Upper Sherman	26

9) Limeridge Road	150 metres west of Upper Ottawa	Mountain Brow Boulevard	26
10) Main Street	Highway No. 403	Bay Street	26
11) Queen Street	Main Street	York Boulevard	26
12) Wellington Street	Claremount Access	Perimeter Industrial Road	26
13) Wilson Street	James Street	Victoria Avenue	26
14) York Boulevard	MacNab Street	James Street	26

ii) The future rights-of-way widths identified in i) above are based on the converted metric equivalent from the imperial measurement standard as follows:

Imperial measurement	Exact metric equivalent	Rounded metric equivalent
66 feet	20.117 metres	20 metres
80 feet	24.384 metres	24 metres
86 feet	26.213 metres	26 metres
100 feet	30.480 metres	30 metres
120 feet	36.576 metres	36 metres

Accordingly, the extent of the proposed widening on new ROADS or sections of existing ROADS which have not been previously widened will be calculated based on the rounded metric equivalent. However, on all existing ROADS where previous widenings have occurred, the proposed widening will be based on the exact metric equivalent;

iii) Where feasible, Council will acquire land through dedication, equally from both sides of the ROAD. However, in the developed areas of the City, it may be necessary to acquire more than half of the total dedication from one side of the ROAD. In such cases, the amount of land to be dedicated from each side of the ROAD, will not exceed one-half of the total proposed widening;

iv) Notwithstanding the policies of Section B.3.1.19 iii), Council will require, as a condition of Site Plan approval, the dedication of additional property for daylighting triangles at Road intersections. In this regard, the maximum amount of land to be dedicated will not exceed 72 square metres; and,

v) Notwithstanding the policies of Section B.3.1.19 iii),in certain cases and where deemed necessary Council may require ROAD widenings in addition to the rights-of-way widths specified in i) above, to provide auxiliary turning lanes, or to provide appropriate access to a specific site, or where cut and fill requirements cannot be achieved within the specified rights-of-way to accommodate the necessary side slopes and/or retaining walls. (O.P.A. No. 32)

3.1.20 It is the intent of Council to improve the operation of Roads by accommodating traffic control devices, which would enhance the free flow of vehicular traffic and improve their energy efficiency. (O.P.A. No. 14)*

* Policy B.3.1.19, as approved by O.P.A. No. 14, changed to Policy B.3.1.20, as concurred by the Ministry of Municipal Affairs.

Subsection B.3.2 - Public Transit

It is the intent of this Plan to provide for an efficient PUBLIC TRANSIT System that will meet the future needs of people in the City, and will attract sufficient levels of ridership.

3.2.1 In accordance with the intent of the Regional Official Plan, Council will encourage the Transit Authority to maintain a level of PUBLIC TRANSIT service that reflects and meets the needs of the commuting public. Accordingly, Council will support the Region in promoting TRANSIT ridership throughout the City, extending and integrating the PUBLIC TRANSIT service with other land uses.

3.2.2 Council will encourage the Transit Authority to ensure:

i) The safe and efficient movement of the commuting public;

ii) The continued development of the TRANSIT System in the Central Policy Area as a primary focal point of the System to provide a high degree of accessibility and reduce dependency on private automobiles;

iii) An optimum number and distribution of TRANSIT routes throughout the City; and,

iv) A high degree of accessibility to the PUBLIC TRANSIT System in all areas.

3.2.3 Council will promote Sub-Regional Centres as secondary focal points for local TRANSIT service and, further, will co-operate with other levels of government in any investigation to increase TRANSIT capacity linking the Central Policy Area and the Sub-Regional Centres to other land uses.

3.2.4 Council will investigate with the appropriate Regional and Provincial authorities the feasibility of a multi-mode transportation terminal in the Central Policy Area for inter-urban and intra-urban TRANSIT services. Accordingly, Council will encourage the consideration of the following criteria:

i) Proximity to other forms of PUBLIC TRANSIT;

ii) Proximity to pedestrian routes;

iii) Proximity to existing and proposed employment/retail centres;

iv) Proximity to parking facilities; and,

v) Ease of access for TRANSIT vehicles.

3.2.5 In the planning of TRANSIT services, and in accordance with the Regional Official Plan, Council will encourage the appropriate authorities to consider the location of the following:

i) Major employment and retail concentrations and schools;

ii) Concentrations of high-density Residential developments;

iii) Terminals of inter-city transportation systems;

iv) Major medical and social service centres;

v) Housing developments for the elderly and/or the handicapped; and,

vi) Parks, theatres and museums.

3.2.6 Council will encourage and co-operate with the appropriate authorities to ensure that all Shopping Centres and Extended Commercial areas are provided with an acceptable level of TRANSIT service.

3.2.7 In accordance with the intent of the Regional Official Plan, Council will co-operate with the Region to establish ancillary public parking to promote and facilitate the use of PUBLIC TRANSIT.

3.2.8 In the preparation of Neighbourhood Plans, Council will encourage and co-operate with the Transit Authority to locate TRANSIT stops, where possible and feasible, in close proximity to passenger generators. Furthermore, Council will support, where practicable, the integration of those stops with pedestrian crosswalks.

3.2.9 In keeping with the intent of Policy B.3.2.8 above, Council will co-operate and encourage the Region to promote, where necessary and feasible, the provision of special bus lanes and bus-bays for routes carrying high volumes of TRANSIT vehicles.

3.2.10 In accordance with the intent of the Regional Official Plan, Council will co-operate with the Region and the appropriate Provincial agencies to provide and maintain an inter-regional TRANSIT System which increases accessibility between Hamilton and municipalities beyond the Region.

3.2.11 To minimize the need for new road facilities in congested corridors and to accommodate large volumes of TRANSIT users, Council may consider the potential of a new and innovative intermediate capacity transit line connecting downtown Hamilton to an appropriate location on the Mountain. Accordingly, Council will co-operate with the Region and other levels of government in any studies to determine an appropriate location for the intermediate capacity transit lines and have regard for the following:

i) Major employment and retail centres;

ii) Concentration of high-density Residential developments;

iii) Major cultural, medical and institutional nodes;

iv) Areas of higher population densities;

v) The possibility of operating the intermediate capacity transit lines within exclusive rights-of-way; and,

vi) Integration of the system with transfer points to conventional transit modes.

Subsection B.3.3 - Public and Private Parking

The Plan recognizes the importance of PUBLIC AND PRIVATE PARKING facilities. In this regard, it is intended that adequate PUBLIC AND PRIVATE PARKING facilities are available and will continue to serve the City without interfering with the efficient flow of traffic movement.

3.3.1 Council will maintain and enhance the supply of short-term PARKING in the City through the operation of the Municipal Parking Authority and requirements for the provisions of PRIVATE PARKING.

3.3.2 In keeping with the intent of Policy B.3.3.1 above, Council will regularly review its PARKING policies and relevant By-laws to ensure the safe and efficient operation of PARKING facilities.

3.3.3 Council will discourage, where appropriate, the provision of on-street PARKING on Arterial Roads to facilitate the free flow of traffic movement and, accordingly, will encourage replacement with sufficient off-street and/or on-site PARKING facilities.

3.3.4 Council will require that, in all normal circumstances, a high standard will be maintained in accordance with current design practices for PARKING and loading facilities.

3.3.5 Council will require, as a condition of development or redevelopment, that ingress and egress points of PARKING areas will be limited in number and designed to acceptable standards for traffic safety. Council will further encourage the sharing of access points by similar adjoining land uses, where practicable, to minimize traffic hazards on Major Roads.

3.3.6 Where necessary and feasible, off-street PARKING, driveways and/or loading areas adjacent to Residential Uses will be suitably screened or buffered through the use of fences, berms or other appropriate landscape treatment. All PARKING areas will be suitably surfaced to resist degradation from the elements or use and, where deemed appropriate, be illuminated to facilitate and ensure the safety and convenience of pedestrian or vehicular access to the land uses served thereby.

3.3.7 Where severe PARKING and/or loading problems are encountered in developed areas and where the PARKING and/or loading of vehicles on streets or adjacent lands constitutes a nuisance, or is seriously affecting the amenity and maintenance of the area, Council may consider the acquisition of lands in appropriate locations for PARKING purposes pursuant to The Municipal Act. Preference will be given to those locations where the problems are most severe and/or where the greatest number of land uses may benefit.

3.3.8 Council may, at its discretion and subject to the Planning Act, provide developers with the option of making a cash payment to the City in lieu of all or part of the Zoning By-law PARKING requirements. Such funds will be used for the acquisition of lands and/or the provision of off-street PARKING through the City where deemed appropriate by Council. (O.P.A. No. 46)

3.3.9 In accordance with The Planning Act, and Subsection D.3 of this Plan, those lands that are vacant and which may be advantageously utilized to relieve PARKING difficulties in the City may be authorized by Council to be used as "temporary" PARKING lots, subject to the following:

i) Temporary PARKING areas will not unduly impede pedestrian movement, or the use of Residential, Open Space or other public lands;

ii) Temporary PARKING areas will be sited and designed to reflect the best interests of the local area;

iii) The use of such vacant lands for temporary PARKING will not exceed three (3) years; and,

iv) Notwithstanding the above, Council may extend approval for temporary PARKING for additional periods as provided for in clause iii) above, upon termination of the approval period where specific application to Council for such extended approval is made. (O.P.A. No. 15)

Subsection B.3.4 - Pedestrian and Bicycle Circulation

This Plan promotes a safe PEDESTRIAN AND BICYCLE CIRCULATION System that "links" the various activity nodes throughout the City. The System will also complement, and provide an alternative to, vehicular circulation in the Central Policy Area.

3.4.1 Council will promote the development of a "link-node" system which will link major PEDESTRIAN destinations such as Schools, Parks and Commercial areas (e.g., the Central Policy Area) by PEDESTRIAN paths, sidewalks along certain roads, and BICYCLE routes. In this regard, Council will undertake a detailed investigation of such a system which will lead to implementation through the preparation of Neighbourhood Plans.

3.4.2 Where feasible, a continuous "link-node" system will be co-ordinated with the development and/or redevelopment of Residential and other areas throughout the City. Accordingly, Council will have regard for the following provisions:

i) The system will be designed such that it will intersect with major roads at specified points to ensure the safety of pedestrians and cyclists;

ii) Where appropriate, the system will be integrated with natural amenity areas such as Open Space, valleys and parks; and,

iii) When development and/or redevelopment proposals are submitted for approval and, where such proposals are on land that may affect the continuous nature of the "link-node" system, every effort will be made to ensure that such proposals are integrated with the system through land dedication or land acquisition.

Subsection B.3.5 - Rail Service

It is the intent of this Plan to recognize a RAIL SERVICE System that will meet the existing and future requirements of residents, business and industries. Moreover, the System will supplement road transport for commodity movements. It is also intended to minimize inherent conflicts between rail, vehicular and pedestrian circulation.

3.5.1 In accordance with the Regional Official Plan, Council will encourage railway companies to provide safe and efficient service for both the residents and industries of the City. In this regard, Council will promote RAIL SERVICE to improve the inter-city commuter facilities and provide sufficient RAIL SERVICE for Industrial establishments.

3.5.2 In this regard, special provisions will be established through detailed Neighbourhood Plans or when reviewing major development and/or redevelopment proposals to protect land uses adjacent to RAIL lines and in accordance with the following provisions:

i) Prior to the approval of residential and institutional development or redevelopment proposals adjacent to RAIL lines, Council may require that a study and analysis of noise, vibration and air quality be carried out by the owner. Such a study will be to the satisfaction of Council in consultation with the Region and appropriate agencies and according to terms of reference established by Council in consultation with others;

ii) Additional setback and buffer requirements for abutting non-Industrial land uses to reduce the level of noise and vibration generated by trains;

iii) Utilization of special building construction techniques; and,

iv) Compliance with the provisions of Policy B.3.1.16 and Subsection C.7.

3.5.3 Further to Policy B.3.5.2 above, Council recognizes the concerns of the railway companies with regards to the potential impacts on their property by major development/redevelopment proposals adjacent to rail lines. In this regard, applicants will be directed to consult with the appropriate railway company regarding such matters as drainage, fencing, and setbacks.

3.5.4 Council, in co-operation with the Region and the appropriate authorities, will review the conflicts between RAIL and vehicular or pedestrian movements, and adjacent land uses, to ascertain the measures to:

i) Provide appropriate level crossing control devices;

ii) Accommodate grade separations where hazardous conditions prevail with the financial assistance of the Federal Government; and,

iii) Provide and maintain fences and/or other appropriate measures along RAIL lines and RAIL yards so as to minimize impacts of the RAIL operations on surrounding Residential Uses.

3.5.5 In accordance with the intent of the Regional Official Plan, Council will co-operate with the Region to ensure the integration of existing or planned railway yards and stations within the context of the overall Circulation and Movement System.

3.5.6 Council will co-operate with the appropriate agencies to investigate the long-term intended use of existing and abandoned railway lines throughout the City.

3.5.7 Further to Policy B.3.5.4 above, Council will co-operate with the Region and the appropriate Authority to initiate a detailed investigation into the possibility of relocating the Stuart Street Marshalling Yards to another suitable location.

Subsection B.3.6 - Marine Service

It is recognized in this Plan that the City of Hamilton has exclusive jurisdiction under The Planning Act with respect to land use control, except where the Hamilton Harbour Commissioners undertake development of land for bona fide shipping and navigation purposes. The authority of the Hamilton Harbour Commissioners with respect to uses of land for bona fide shipping and navigation is, therefore, recognized in this Plan.

3.6.1 Council will encourage and support the Hamilton Harbour Commissioners in the development of land for bona fide shipping and navigation purposes in a manner consistent with the economic and environmental goals of the City.

Subsection B.3.7 - Air Service - The Hamilton Civic Airport

It is the general intent of this Plan to recognize the role of the HAMILTON CIVIC AIRPORT in the City and the Region. Notwithstanding, the City acknowledges that the AIRPORT is under Federal ownership and that the City is responsible for its management. In this regard, the City will co-operate with all levels of government and their appropriate agencies to provide a safe and efficient AIR SERVICE.

3.7.1 Council recognizes the importance of the HAMILTON CIVIC AIRPORT for the growth and development of the City and the Region. In this regard, Council will co-operate with all other agencies of government and private authorities to enhance AIR SERVICE to meet future travel needs by means of:

i) Modernization and expansion of existing facilities;

ii) Construction of new runways; and,

iii) Improving ancillary uses associated with the operation of the AIRPORT such as access and Engineering Services.

3.7.2 In accordance with the Regional Official Plan, Council may, when considering development and/or redevelopment for the area that is subject to the Noise Exposure Forecast contours, apply the appropriate Federal and Provincial land use guidelines and noise abatement measures. In addition, Council will recognize the following:

i) Site planning standards that are complementary to any standards as may be prepared by the Ministry of Municipal Affairs and Housing;

ii) Appropriate Provincial land use compatibility guidelines for uses within the Noise Exposure Forecast system; and,

iii) Prepare detailed Neighbourhood Plans to identify the location and height limit of proposed buildings in order to secure the safe movement of Air traffic.

3.7.3 Further to Policy B.3.7.2 above, prior to approving future Residential development that will be affected by a Noise Exposure Forecast contour of 28 or greater, Council will require the proponent of such development to undertake any or all of the following:

i) Submit a detailed noise analysis prepared by a qualified expert outlining the required noise insulation features in the design of buildings;

ii) Satisfy Council that appropriate noise insulation features have been provided in the construction of buildings in accordance with Provincial standards; and,

iii) Inform prospective tenants or purchasers of residential units that aircraft noise may interfere with certain activities. Such a warning provision will be registered on title or as a clause in a lease or rental agreement.

Media Release

On Friday May 31st at 8pm, **THE GO SHOW** opens in Hamilton at the CN/VIA Rail Building at James and Murray Streets.

Organized by the Carnegie Gallery, Dundas and the Hamilton and Region Arts Council, **THE GO SHOW** is a celebration of the energy, breadth and diversity of art-making today in Hamilton. More than 300 local artists have submitted work -- paintings, prints, drawings, sculpture and collaborative installation art. Located in the historically significant Train Station, **THE GO SHOW** provides commuters and members of the community with an opportunity to interact with the work of regional artists on an informal daily basis.

THE GO SHOW is open daily from 11am to 8pm and continues to June 28. The opening reception will take place on Friday May 31st, 8-10pm. An exhibition catalogue will be available in the station. For further information, contact Judi Burgess, Carnegie Gallery, 10 King Street West, Dundas,
Tel 416-627-4265.

THE GO SHOW concludes Arts Awareness Month. It is also one event in the Bay Area Arts Collective 1990-1991 program "**Art Under a Clear Blue Sky**".

Exhibition organizers wish to acknowledge the generous support of the Province of Ontario through the Ontario Arts Council, the Ministry of Culture and Communications, The City of Hamilton, The Hamilton Foundation, Seldon Printing Ltd., Bryan Prince Bookseller, Picone's of Dundas, The Complete Picture, McMaster Framing, Starkman Gallery, Earl's Court Gallery, Burlington Artist Gallery, New Street Gallery, Ad Axiom/The Framing Experience, and The Planetree Gallery.

- 30 -

GO SHOW GO SHOW GO SHOW

7

CAPIC.....Comments, Concerns, Achievements

Progress Report
September 1990 - June 1991

1. Circulation and Movement in the Central Area

In response to VIA Rail's announcement to pull service from the CN Station, CAPIC prepared a report to Planning and Development Committee requesting the establishment of an adhoc committee to examine future uses of the CN Rail Station. As a result of CAPIC's endeavours, the CN Rail Task Force was established.

GO Transit officials were invited by CAPIC to discuss the Burlington to Hamilton Expansion Program and the redevelopment of the TH&B Station on Hunter Street. An excellent exchange of ideas took place and CAPIC was able to provide input into the process.

A sub-committee focusing on Circulation and Movement issues and policies in the Central Area was established to take a closer look at related policies in the Plan.

A forum for discussing numerous issues related to circulation and movement was organized. Speakers included representatives from the HSR, Regional Engineering, City Traffic and the Regional Wheelchair Ramping Subcommittee.

A report was forwarded to Planning and Development Committee requesting the City and Region to formally support Niagara Region's resolution in response to VIA Rail's decision not to stop in downtown Hamilton.

2. Public Participation

A sub-committee was established early in 1991 to review public participation policies in the Central Area. To date, the sub-committee has met a number of times and are in the midst of preparing a report to Planning and Development Committee.

The Citizen's advisory for the Central/Beasley PRIDE program was invited to CAPIC when discussions took place on initiatives occurring in those two neighbourhoods.

CAPIC submitted a report to Planning and Development Committee recommending the combination of Central and Beasley neighbourhoods for the neighbourhood planning process. This report was approved by City Council and work on the neighbourhood plans should commence in early Fall 1991.

3. CAPIC Brochure

A revised CAPIC brochure was produced in January 1991 outlining CAPIC's role, mandate, values and achievements.

4. Development Activity Update

Updates of all current developments in the Central Area and their status was produce in December 1990 and April 1991. These "Development Activity" reports have been very useful as a vehicle for disseminating public information that is always in great demand. The Report has been particularly useful for reinforcing confidence for private investment in the downtown and Central Area.

5. New Members

CAPIC has been undergoing some changes in membership in recent months. Members recently appointed and approved by Planning and Development Committee include Maggie Fischbuch (citizen member) and John Nolan (past vice-chairperson). Further changes will be reflected in upcoming months.

6. Synopsis of Emerging Issues and Concerns

** need CAPIC members' input

7. Status of Central Area Plan

The Central Area Plan (Official Plan Amendment 66) is currently being appealed by the Hamilton Harbour Commission and CN. Negotiations between the City and the Hamilton Harbour Commission are taking place in order to resolve the concerns of the Commission. The Ontario Ministry of Municipal Affairs is playing a major role in the negotiations.

They took paradise and put up a subdivision



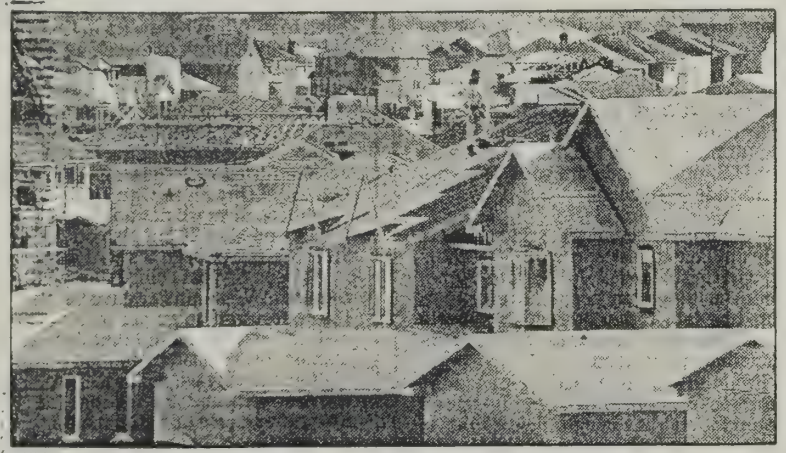
Christopher Hume

We inhabit one of the largest provinces in one of the largest countries in the world, yet many of us live like rats in a cage.

A trip through the hinterland of Ontario, through once lovely towns such Peterborough, Markham and Barrie, reveals a landscape ravaged by human intervention of the most crass and thoughtless kind.

The malls and subdivisions that proliferate across southern Ontario are destroying not just the natural beauty of the countryside but the very communities that spawned them.

These failed exercises in neighborhood-building, these egregious efforts at architecture and town-planning, these cookie-cutter cop-outs highlight the utter failure of the present age to provide for its physical needs without destroying the environment, natural, imaginative and communal.



COOKIE-CUTTER DESIGN: Sprawling subdivisions built on cleared sites are efficient, but at what cost to the rest of us?

What has happened in Ontario during the last few decades is a textbook case in how not to develop and expand towns, villages and rural areas.

The average subdivision and mall is poorly conceived, mind-numbingly devoid of charm, cheaply made and lacking even the basic civil amenities.

In fact, these sprawling anonymous subdivisions could be anywhere. They bear no relation whatsoever to the landscape, or even the larger community of which they are part. It's entirely appropriate that the first step in throwing up one of these instant housing complexes is to flatten the site, to tear down every living thing and level the land.

These methods, of course, make eminent sense to developers and builders because they allow for the greatest economies of scale. A clean site, a common design and readily available materials enable them to keep costs to a bare minimum, and maximize profits.

But at what price to the rest of us?

People may have places to live in but can they ever feel members of a community?

More than anything, most subdivisions are designed to keep out life and vitality. These strictly regimented precincts are places set apart, unable to offer inhabitants more than basic shelter. The variety of experiences that define community — shopping, recreation, schooling, working — is conspicuous in its absence.

Street life, which Jane Jacobs and others have pointed out is so critical to the health of cities, is non-existent in the suburban environment; there is nowhere to walk to, no way to walk there. In its place, kids and housewives congregate in the nearest mall.

The usual common denominators — parks, streets, sidewalks — have been supplanted by cars and recreation and shopping centres.

"The shopping mall developed from the need to provide a commercial and social focus no longer found in the street system," writes landscape architect Michael Hough in his book, *Out Of Place: Restoring Identity To The Regional Landscape*. "... the mall has replaced the old corner store as the core of the community — a necessary response to the isolation and loneliness created by low-density (or sprawl) and the need for personal contact."

But, he continues, "malls have become a series of unconnected events, islands of activity and life separated by roads, by parking lots, and sprawl. Lacking are the pedestrian connections and the social contact that these connections bring."

Though the communities and malls they build are "public," land developers are generally concerned with nothing more than the bottom line. "Take the money and run" is their motto.

But clearly, the blight of urban sprawl cannot continue. For several decades there have been concerns about the rate at which prime farm land is being gobbled up.

One alternative is the City of Toronto's Main Streets program, an attempt to encourage downtown intensification through construction of four and five-storey apartment buildings near subway stations and streetcar routes.

What's even more necessary is a way of ensuring that development reflects more than developers' desire for profit and increased real estate values. Although there's no way of telling by looking, these subdivisions are intended for human habitation. If it weren't for the notion that progress must always hurt a bit, these builders might find themselves stuck for buyers.

This sounds hopelessly idealistic and unrealistic, of course. Yet as researchers are now discovering, there are real, measurable links between environment and health. For example, a 1984 study by Roger Ulrich, then of the University of Delaware, discovered that hospital patients who saw trees out their windows rather than more buildings left sooner and took fewer painkillers.

It won't be surprising, therefore, when another study finds living in the worst subdivisions, suburban housing projects and the like can actually make inhabitants sick, depressed or both.

But as of now, those who live in these outlying hells have the worst of both worlds; the isolation of the country without its beauty and privacy, and the crowded conditions of the city without its amenities and attractions.

Something has to change.

Toronto Star - 24 5 91

MD → VG → GG



STEVEN BROOKE

SEASIDE Built on coastal scrubland, the visionary Florida community has airy porches, pitched roofs and an intimacy lacking in most modern developments

Oldfangled New Towns

A brilliant husband-and-wife team lead a growing movement to replace charmless suburban sprawl with civilized, familiar places that people love

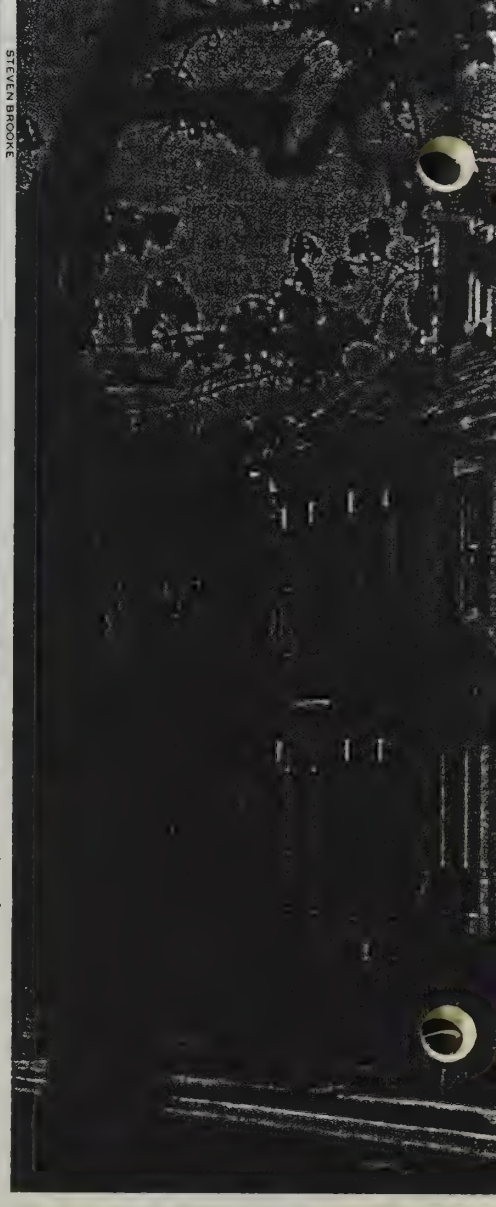
By KURT ANDERSEN

For Americans with even a little money, to live anywhere but a suburb is to make a statement. If you are comfortable, you are naturally a suburbanite; living out in the country or in the heart of the city has become a lifestyle declaration only slightly less exotic than a commitment to vegetarianism or the Latin Mass. In 1950 moving out to some spick-and-span new subdivision was the very heart of the American dream. In 1990 suburban living is simply a middle-class entitlement—it is how people live.

New census figures show, in fact, that suburbanites will soon be the American majority, up from being about a third of the population back in 1950. Yet as America's cities and villages have dissolved into vast suburban nebulas, no one seems entirely happy with the result. From Riverside County in southern California to Fairfax County in northern Virginia, new American suburbs tend to be disappointments, if not outright failures. Traffic jams are regularly as bad as anything in the fearsome, loathsome city. Waste problems can be worse. Boundaries are ill defined; town centers are nonexistent. Too often, there's no there there.

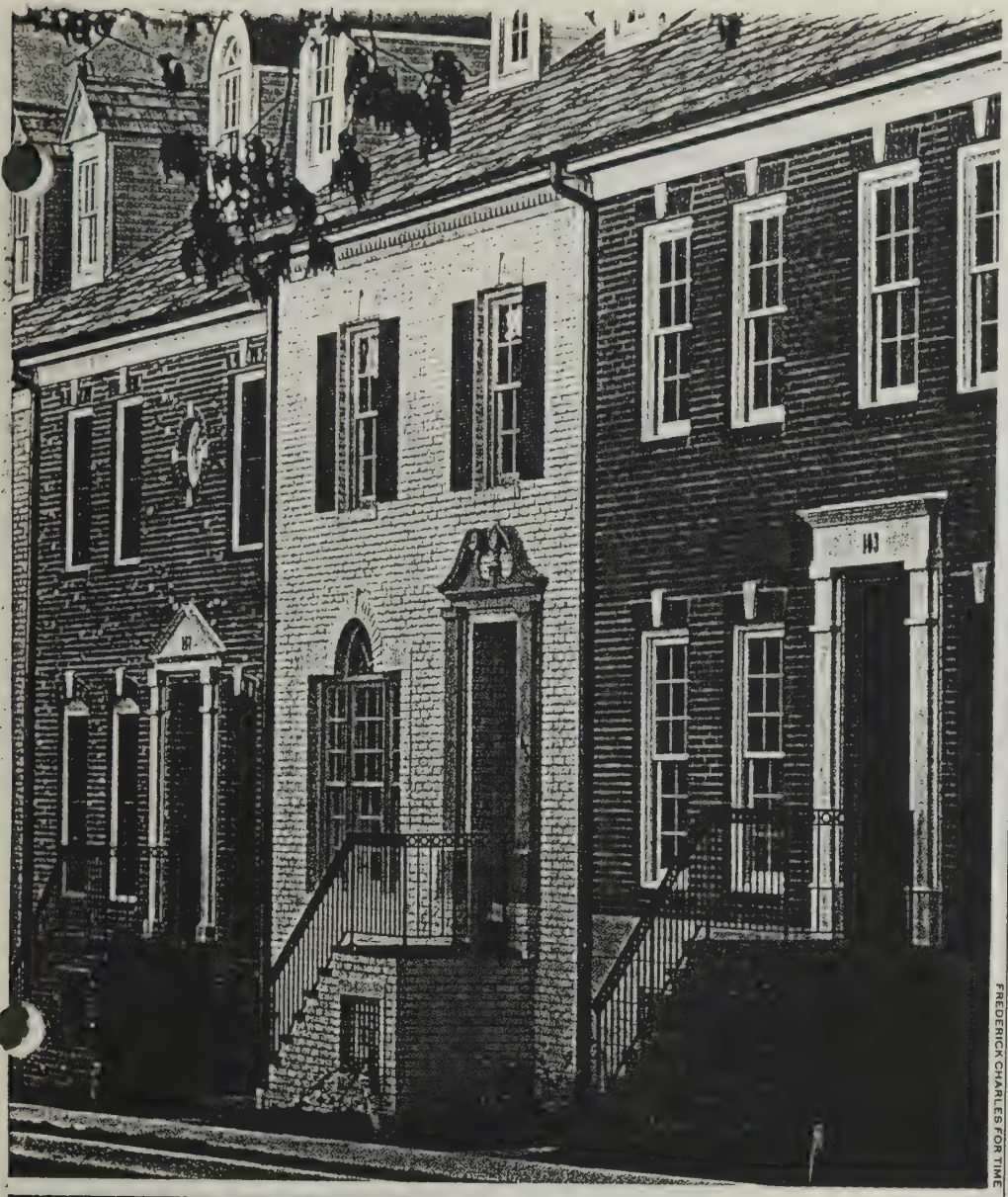
The critique is not new. Until recently, however, nearly all the dissidents have sneered and carped from on high, dismissing not just the thoughtless, ugly way suburbs have developed, but also the very hopes and dreams of those who would live there. Today, for the first time, the most articulate, convincing critics of American suburbia are sympathetic to suburbanites and are proposing a practical cure.

For more than a decade, Andres Duany and Elizabeth Plater-Zyberk, a Miami-based husband-and-wife team of architects and planners, have been reinventing the suburb, and their solution to sprawl is both radical and conservative: they say Americans must return to first principles, laying out brand-new towns according to old-fashioned fundamentals, with the locations of stores, parks and schools precisely specified from the outset, with streets that invite walking, with stylistic harmony that avoids the extremes of either architectural anarchy or monotony.





CHARLESTON PLACE In Boca Raton, an urbane street of town houses was designed in a South Florida vernacular



FREDERICK CHARLES FOR TIME



STEVEN BROOKE

KENTLANDS **Situated in the Maryland suburbs of Washington, the town is divided into 6.7-m chunks, with certain blocks set aside for traditional town houses**

Duany and Plater-Zyberk are no pie-in-the-sky theorists, but deeply pragmatic crusaders who barnstorm the U.S., lecturing, evangelizing, designing, bit by bit repairing and redeeming the landscape. So far the couple and their colleagues have proposed, at the behest of developers, more than 30 new towns ranging from Tannin, a 28-hectare hamlet in Alabama, to Nance Canyon, a 1,235-hectare, 5,250-unit New Age town near Chico, California. Half a dozen such towns are already under construction. Seaside, their widely publicized prototype town in northern Florida, is more than half built. At Kentlands, a new town on the edge of Maryland suburbia outside Washington, the first families have just moved in, and vacant lots are selling despite the housing slump. In addition, the two, among the Prince of Wales' favorite architects, have helped design a town Charles plans to build in Dorset.

Duany and Plater-Zyberk are not alone. Sharing roughly the same principles, scores of other architects—most notably Peter Calthorpe in San Francisco, the partners Alexander Cooper and Jacquelin Robertson in New York City, and William Rawn in Boston—are designing deeply old-fashioned new towns and city neighborhoods. Most important, developers are buying into the latest view of how suburbs ought to be built. "I still have a memory of the kind of place Duany is talking about," says Joseph Alfandre, 39, the veteran Maryland developer who has already invested millions in Kentlands. "It is the kind of place I grew up in, that I have always dreamed of re-creating. When I was five years old [in 1956 in Bethesda, Maryland], I was independent—I could walk into town, to the bowling alley, the movie theater, the drugstore. Duany just reminded me of it."

Andres Duany is Mr. Outside to Elizabeth Plater-Zyberk's Ms. Inside. He inspires, he charms, he gives the stirring, witty lectures. She organizes, she teaches, she makes the heartfelt case for a particular scheme. Both are relentless and smart and talented, and both are American baby boomers (he left communist Cuba as a child in 1960; her parents left communist Poland in the late '40s), who met as Princeton undergraduates in the early '70s.

It was in 1980, when Duany and Plater-Zyberk were hired by quixotic developer Robert Davis to turn 32 hectares of Florida's Gulf Coast scrubland into a resort, that they ceased being merely interesting architects and started becoming visionary urban planners. As with all revolutions, the essential idea was simple: instead of building another dull cluster of instant beach-front high-rises, the developer and designers wondered, why not create a genuine town, with shops and lanes and all the unpretentious grace and serendipitous quirks that have always made American small towns so appealing? Thus was born the town of Seaside—and with it, the movement to make new housing developments real places.

Their intent is not to reproduce any particular old-fashioned place. Rather, Duany and Plater-Zyberk have meticulously studied the more-than-skin-deep particulars of traditional towns and cities from Charleston, South Carolina, to New Orleans to Washington's Georgetown, and of the great prewar suburbs, such as Mariemont, Ohio. They've looked at how streets were laid out, how landmarks were placed, the intermingling of stores and houses, the rough consistency of buildings' cornice

lines and materials. They've measured the optimal distances between houses across the street and next door, figured out just what encourages walking (narrow streets, parked cars, meaningful destinations) and reckoned the outer limit of a walkable errand (0.4 km). They have tried to discern, beyond surface style, exactly what makes deeply charming places deeply charming.

In the standard new suburb, built as quickly as possible by developers working exclusively to maximize short-term profit, little thought is given to making a rich, vital whole. New suburban streets meander arbitrarily, making navigation almost impossible for outsiders. The houses are often needlessly ugly mongrels. Even worse, they are plopped down on lots with almost no regard for how the houses might exist together, as pieces of a larger fabric. They are too far apart to provide the coziness of small-town or city streets, too close to create the splendor of country privacy. Corner stores or neighborhood post offices are almost unheard of.

The single biggest difference between modern suburbs and authentic towns is the dominance of the automobile. Suburban street-design standards have been drafted by traffic engineers, and so the bias is in favor of—you guessed it—traffic. It is now a planning axiom that streets exist almost exclusively for cars, and for cars going as fast as possible.

Duany and Plater-Zyberk challenge the urban-planning orthodoxies that, they say, encourage traffic congestion. With dead-end suburban cul-de-sacs leading to "collector roads" that in turn funnel all traffic to the highway, every driver is jammed onto the same crowded road. Why not have shops reached by small neighborhood streets, thus keeping errand runners off the highway? Why not have stores' parking lots connected so shoppers could drive from place to place without heading back out to the main road? Because local codes, drafted by experts, won't permit it.

Thomas Brahms is the executive director of the Institute of Transportation Engineers, the field's main association. He is patronizing, even contemptuous, toward the new movement. "It would be nice to turn the clock back to the walking cities of the early 1800s," Brahms says, "but I don't think we can do that. It would be utopian to think that you could draw a circle and think that people would stay within that circle and not leave it."

Duany, Plater-Zyberk, Calthorpe and the rest agree that five minutes is as far as most people will generally go for an errand on foot, which means that the natural size for a neighborhood, equipped with the basic shops and services, is 80 hectares—an area a bit smaller than one kilometer square. No one is suggesting that people will remain locked within these neighborhoods, only that they should not be *required* to leave any time they want to shop or work. "These pedestrian neighborhoods create a stronger sense of community," says Calthorpe, who has produced designs for a score of such places, mainly on the U.S. West Coast. "They re-create the glue that used to hold together our communities before they were slashed apart by the big expressways."

Calthorpe and the rest share a basic vision, but Duany and Plater-Zyberk have gone further by developing an appealing and practical process for designing new towns efficiently. After a developer hires the firm, the planners start collecting information about the area—quirks of geography, regional traditions. A sympathetic local architect may be incorporated into the team of designers, planners, renderers and engineers, always led by Duany or Plater-Zyberk. The group descends on the site. About one week and $80,000 to $300,000 later, they will have produced detailed plans and preliminary construction drawings for a new town, complete with a marketing scheme and an artist's slick conceptions of particular streets and possible houses. At each step of the way, citizens and officials are invited to inspect and react to the work-in-progress. "People really see what they're getting," Duany says of this quasi-democracy, instead of being presented with a mystifying fait accompli.

The couple seldom design particular houses for the towns they plan—an almost heroic act of restraint for architects. Instead, they conjure a tangible vision of the place they mean to germinate, then draft the rules that architects and builders will follow after they go. The result is towns that are authentic patchworks, not the plainly fake diversity that is inevitable when a single hand creates all the architecture. At Kentlands the existing 19th century masonry farm buildings and 18th century regional architecture helped establish the stylistic parameters, but most Duany–Plater-Zyberk towns in the eastern U.S. carry similar prescriptions: houses must be clad in wood clapboard, cedar shingles, brick or stone, and roofs (of cedar shake, metal or slate) must be gabled or hipped, and pitched at traditional angles.

Kentlands will be the team's first true suburb. An elementary school, its façade partly designed by Duany, opened last year. Roads are being laid, and impeccable Federal- and Georgian-style houses are under construction by six different builders. All Kentlands' real estate is denominated in 6.7-m chunks—certain blocks are set aside for 6.7-m-wide town houses, although most lots in town are 13.4 m or 20.1 m wide. Only houses on the largest lots will be freestanding, with various size yards on all four sides. When the town is more or less finished in 1995, there are to be 1,600 houses and apartments, a courthouse, corner shops, a large shopping center and almost 93,000 sq m of offices scattered in smallish four- and five-story buildings.

Thirty-two km to the southwest, in Virginia, Duany and Plater-Zyberk have designed another new town, Belmont, for the same developer. The first houses are under construction. Wellington, Florida, a village to be appended to a vast, conventional suburb near Palm Beach, is going through the local permit process. The Gate District, four adjacent 40-hectare neighborhoods to be built on a decaying, ghostly tract in downtown St. Louis, Missouri, is what Duany calls "suburban know-how applied to the city."



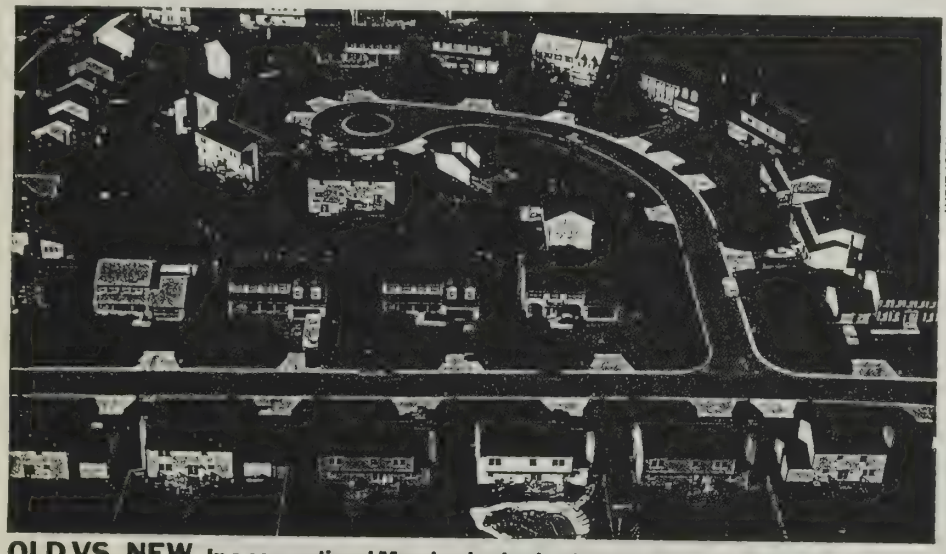
ACEY HARPER

The Building Blocks

Town planners Andres Duany and Elizabeth Plater-Zyberk draw on some old-fashioned ideas:

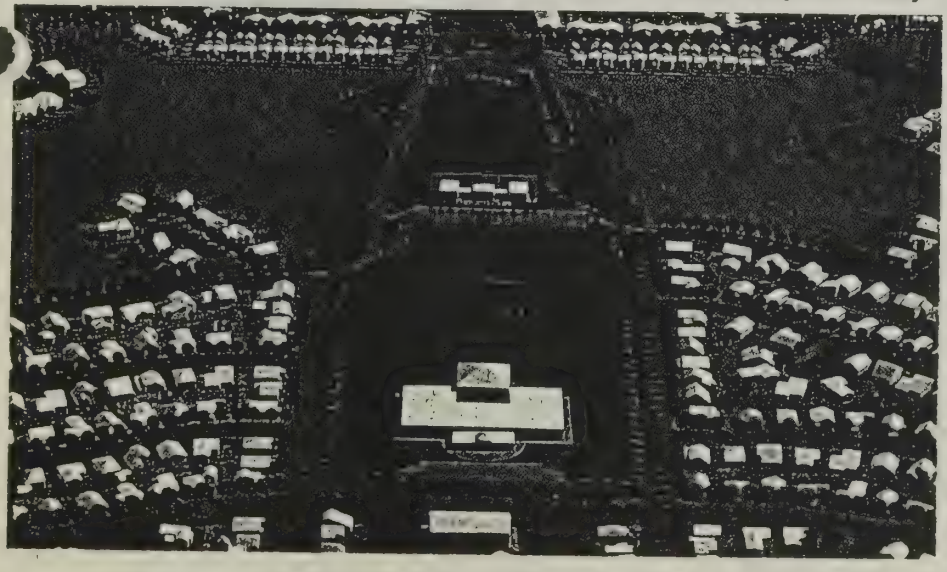
- **TOWN CENTERS** Create a commercial downtown no more than a five-minute walk from any house.
- **HUDDLED HOUSES** Situate homes close together to foster a tighter sense of community.
- **STREETS FOR FEET** Build narrow streets in lucid patterns that encourage pedestrians.
- **LOCAL COLOR** Establish a consistent scale and an appropriate architectural style.
- **CIVIC LANDMARKS** Design congenial parks and use public buildings as focal points.

Duany and Plater-Zyberk are not anti-development. Indeed, businesspeople seem to like them and their notions of enlightened self-interest. Joseph Alfandre, the man behind Kentlands and Belmont, had been a very successful developer of rather routine suburban pods around Washington. In 1988 he was considering land-use plans for the 142-hectare Kentlands site. Then he heard about outdoor space that feels cozy and communal. (Naturally, traffic engineers at the Sacramento County public works department complained about the density, and about the fact that Angelides and Calthorpe are planting so many trees.) Half the houses at Laguna West will have front porches, and none will be more than 0.8 km from the town center. Do contemporary Californians really want to live in such a throwback? Although



JIM PICKERELL—WEST LIGHT

OLD VS. NEW **In a conventional Maryland suburb, streets meander arbitrarily; Peter Calthorpe's model for Laguna West is designed so community centers are only a stroll away**



Duany and Plater-Zyberk, became a convert, canceled his plans and started over.

In northern California developer Phil Angelides underwent a similar epiphany. He and some partners had conventionally developed 1,600 hectares near Sacramento when, in 1989, Angelides met architect and planner Calthorpe. Now 423 hectares of the vast development has been redesigned and replanned by Calthorpe as a traditional townlike place called Laguna West. Two double rows of trees will make the streets appear narrower, and the houses will be set unusually close to the sidewalks, 3.8 m instead of 6 m or more—thus decreasing the usual distance between facing houses and creating the first model homes will not open until July, almost half the lots have already been sold to builders.

Any sort of strictly enforced urban planning has come to seem somehow anti-American over the past half-century, and especially during the laissez-faire decade just ended. To create neotraditional towns requires that residents surrender some bits of individualism (no picture windows, no chain-link fences, no raised ranch houses) for the sake of overall harmony—yet many neighborhood homeowners' associations already have rigid rules regarding lawns and paint colors. Some critics disparage the nostalgia that fuels the traditional-town movement—as if all suburbs weren't in some measure nostalgic exercises, attempts to indulge middle-class Americans' pastoral urges.

But what worries Duany and Plater-Zyberk most are their pseudo followers, developers and architects who apply a gloss of ye-olde-towne charm without supplying any of the deeper, more fundamental elements of old-fashioned urban coherence. Calthorpe agrees emphatically. "You can have nice streets, and you can put trees back on them, and you can make beautiful buildings with front porches again, but if the only place it leads is out to the expressway, then we are going to have the same environment all over again."

Duany and Plater-Zyberk have devised a practical way to wield influence beyond the projects they can plan and design each year. They have drafted a Traditional Neighborhood Development ordinance that can plug right into the existing system—and subvert it. The T.N.D. is a boilerplate document that codifies the nuts-and-bolts wisdom Duany and Plater-Zyberk have acquired, which cities, towns and counties can enact. "The T.N.D. thinks of things like corner stores the way other codes think of sewers," Duany explains. "Everybody simply *knows* you have to have them." More than 200 local planning departments and officials in the U.S. have ordered copies of the ordinance, and the Florida Governor's Task Force on Urban Growth Patterns has cited it as a model code for the whole state.

It seems incredible that such a simple, even obvious premise—that America's 18th and 19th century towns remain marvelous models for creating new suburbs—had been neglected for half a century. Yet until Duany and Plater-Zyberk came along, even envisioning a practical alternative to dreary cookie-cutter suburbs had become almost impossible.

During the 1970s everyone came to agree that preserving historic buildings and districts is a good thing. In the 1980s both architectural postmodernism and the Rouse phenomenon—the transformation of decrepit white elephants into spiffy inner-city shopping centers—reminded people that old-fashioned buildings and commercial bustle were great pleasures. Today Duany and Plater-Zyberk, Calthorpe and their allies are proposing to go all the way, to build wholly new towns and cities the way our ancestors did. If the 1990s really lives up to its wishful early line—a return to hearth and home, a redoubled environmental concern, humbler, simpler—then the new decade should be ripe for the oldfangled new towns to proliferate, to become the American way of growth. Or so, anyway, it is no longer madness to hope. —***With reporting by Daniel S. Levy/New York***



Edmonton's 'pedways': providing an intimate zone in an impersonal expanse. *(RAY GIGUERE/The Globe and Mail)*

PASSAGES / *In Edmonton, as in most cities of the capitalist world, the gossipy, shoppy, funky interchange of street culture fell prey in the postwar era to an architectural dream too radical to resist. In the process, what once served as a forum for the mass movements of discontent has been bulldozed into submission*

Cement v. ferment

OFF THE WALL

JOHN BENTLEY MAYS

IN a recent column, the editor-in-chief of this newspaper, moved to outrage by the "meanness" of Edmonton's appearance, delivered a lament for the ruined streetscapes of North America's cities. Gone, suggested William Thorsell, is the idea of street as "vestibule of the shop and home." Nowadays, "we turn streets into corridors by malling (mauling), we cruelly flood them with light, we dumbly attack their lively congestion by turning them into one-way routes . . . and we wonder why our cities don't feel comfortable."

Few people who like living downtown would dissent from these complaints about the desolation of Edmonton's streets. It is so easy to agree that we can ignore the questionable feeling that seems to stand behind all such expressions of dismay — the optimistic belief that we (or somebody) could have done everything differently.

I, for one, am not sure anybody could have. Quite apart from the northern Alberta weather, which is enough to empty any street, historical forces perhaps too radical, too furious for anyone to bridle have been arrayed against the streets of Edmonton, and of every North American city, and against the basically conservative ideal of gossipy, shoppy, funky street culture.

First, there was the postwar lure of suburban homesteading, which sucked people out of downtown Edmonton and left it a shabby, depopulated wasteland.

To those who left were given bungalows and packets of land, two sacraments of security in an unsure age. Of the 700,000-odd souls who live in greater Edmonton, city officials say, only 47,000 live in the city centre today.

After the cultural storm of suburban fantasy had swept the people away, Edmonton then lay open to wastage by a dream that had been waiting to come true since the very beginning of modern architecture and urban planning: the transformation of the city into a *mineral* entity, hard and gleaming and antiseptic, a thing as impersonal as nature itself. The exodus from Edmonton's centre opened the way for this dream to come true.

Thus did the sagging, low buildings vanish, thus were the streets (as site of casual interchange) replaced by rivers of traffic flowing through deep canyons lined with brilliantly reflective glass.

I am not suggesting that Edmonton's planners had an explicit plan to purge the downtown of human traces. In creating the conditions for this purging to take place, they were merely following an idealistic continental urban-planning trend toward purifying the downtown core of human murk, untidiness, unpredictability. At the end of this process would emerge, so it was believed, a city cured of its soft (feminine) humanity; the city as hard (masculine) *crystal*. And indeed, with its sleek glass towers and emotionally blank streets and hard angles, downtown Edmonton comes close to attaining this crudely masculine, Boy-Scoutish ideal of what the new city should look like.

This abstract vision of the future is the very soul of high Modernist architecture. But as we are reminded in Edmonton, the house Modernism built in our city centres is a haunted one. We are told by the Venetian architectural historian Manfredo Tafuri that "the reducing of the city to a natural phenomenon is a response to the esthetic of the picturesque," specifically, that of the romantic English garden with its "little temple structures, pavilions and grottoes." Which makes it interesting to find such intimate spaces remorselessly coming back to Edmonton, like the slow return of repressed memories.

The Edmonton "pedway" system, about six kilometres long at last count, is not as charming as an English garden temple. It does not restore the street culture whisked away by suburbanization. But it does provide an intimate zone in the impersonal expanse, and it restores an agreeable human-scale horizon to the experience of urban space, otherwise dominated by the harsh, high skyline created by the top edge of glass canyon walls.

The practical function of the pedway is to provide an enclosed pedestrian walkway among shopping and office centres. Its bridges connect private buildings, its staircases descend to Edmonton's rapid-transit stations, its passageways take the walker through stores, clubs, hotels, amenities of all sorts. In weaving over and under the streets, the pedway incidentally (and inadvertently) fulfills yet another fantasy of Modernist urban design: the city devoid of all grade crossings, with pedestrians and cars and trains all moving at different levels, and never intersecting. It's the city you see in Fritz Lang's futuristic classic *Metropolis*, and in any Buck Rogers serial.

Both the pedway and the crystalline city provide images of urban life without conflict — that is, without *politics*. More than the weather, more than any other force, this drive to impose an image of static apolitical existence on every city core has surely been the most powerful enemy of the unkempt street.

In the dense intercourse of the traditional street, after all, the march, the protest, the revolution ferments long before it explodes on plaza or square. The political mass movement, too, begins there, in the discontents and gossipy opining that comprise the fabric of street life. Revolutionaries know very well how important the street is; perhaps that's the reason the bureaucratic successors of every modern revolution — American, French, Russian — have put the bulldozers to work on those hotbeds of discontent, often, interestingly enough, in the name of "hygiene."

Having seen what street-born mass movements in Italy and Germany accomplished, postwar urban planners in North America wanted nothing more to do with streets, at least streets in the old sense. Certain survivals or revivals, such as Toronto's Kensington Market area, have been permitted; the anarchists and Communists who once shopped in Kensington's crowded lanes are gone, or neutralized. But those streets are exceptions. In Edmonton the streets never stood a chance against the cultural and bureaucratic forces massed against them in the postwar era.

capic

CENTRAL AREA PLAN IMPLEMENTATION COMMITTEE
a Subcommittee of the Planning and Development Committee
c/o CITY HALL, 71 MAIN STREET WEST, HAMILTON, ONTARIO, L8N 3T4

URBAN/MUNICIPAL
CA4 ON HBL A05
C51 P4C

Special Meeting of CAPIC

Friday September 27, 1991
Hamilton Public Library
Room 215
9:00 a.m.

Implementing Public Participation Policies

"Mobilizing for Neighbourhood Revitalization in the Central Area"

AGENDA

9:00 - 9:30 Chairperson's Remarks
Members' Reports

9:30-10:30 Alderman McCulloch - Opening Remarks and Welcome
Sheila Glazer, City of Toronto Planning and Development Department

"Citizen Participation - Everybody Wins"

10:30 - 10:45 Coffee

10:45 - 12:00 Discussion Groups
- CAPIC's draft implementation paper, questions of the day

12:00 - 2:00 (Lunch to be served during this session)
Community Group Presentations and Discussion

2:00 - 2:30 Richard Franz, Ministry of Housing

"Community Development Experiences in the U.S."

2:30 - 3:00 Discussion Groups
- Where does CAPIC go from here?

3:00 - 3:30 Mike Pennock, Social Planning and Research Council

"Synthesis of Day's Discussions"

QUESTIONS WHICH WILL FORM THE BASIS OF DISCUSSIONS AT CAPIC SEMINAR

How can we get from top-down planning to bottom-up planning in the Central Area?

What forms of public participation are effective in the Central Area and what forms of participation could stand enhancement?

What are the implications of public participation on the planning process?

How can neighbourhood groups in the Central Area be formed and successfully sustained?

What is CAPIC's role as "champion" for neighbourhood associations?

M.D.:ns
NEIGHGEN.3

DRAFT #3

"MOBILIZING FOR REVITALIZATION"

PUBLIC PARTICIPATION IN THE CENTRAL AREA

IMPLEMENTATION OF THE PUBLIC PARTICIPATION POLICIES

OUTLINED IN THE CENTRAL AREA PLAN

In adopting the Central Area Plan, September 1988, CITY COUNCIL acknowledged, and mandated, "public participation" as a basic thrust of the Plan. In the language of the Plan, it is an "essential component":

> *"The implementation of this plan should provide for the following public participation principles and be in accordance with the provisions of Section D.9:*
>
> *(i) information will be disseminated to the public in a clear, concise manner designed to achieve a broad understanding of the policies and programs and their impacts;*
>
> *(ii) the City will actively seek opinions, attitudes and advice of individuals, community and special interest groups regarding policies, programs and studies, as well as contemplated or impending changes to existing policies and programs; and,*
>
> *(iii) reporting mechanisms will be in place which will provide Council with complete and unbiased results of this consultation."*

TYPES OF PUBLIC PARTICIPATION

CAPIC has identified three different types of public participation and believes that all three must be part of a viable and comprehensive public participation strategy:

"Response-Participation": This term has been used rather than the more customary "reactionary participation" because it is less likely to lead to misunderstanding. This type of public participation in municipal decision making generally takes the form of the "public meeting", on a specific issue - example: a zoning issue is formally brought before Council or a Committee of Council. Persons are notified and invited to speak for or against the issue. It can be seen that this form of public participation is used frequently (indeed is mandated by various statues) - and it assists elected persons with their decision making. It seeks "response" (or reaction"), and provides an important gauge of public opinion.

"Informed-Participation": This terms seeks to identify a different mode or dimension of public participation - one that CAPIC believes to be emerging in important new ways in North American cities, and one that is seeking to find expression through the Hamilton Central Area Plan. In an "institutionalized" form public participation provides consultative, representative and participatory bodies to connect citizens with the ongoing planning processes of the city. An example would be the Durand Neighbourhood Association. The Central Area Plan encourages the formation of such neighbourhood citizen organizations within Central Area neighbourhoods. Through such means planning is helped to be a less remote process....less "them vs. us"....less adversarial; and more consultative, collegial , and consensual.

THE NEED FOR INFORMED, AND INSTITUTIONALIZED PUBLIC PARTICIPATION

We are all reasonably familiar with the "Response" forms of public participation. These will continue to have a useful role to play within the city's decision-making framework.

At all levels of policy making and decision making there is seen to be an urgent need for new forms of both Informed and Institutionalized, public participation.

In its Report, the Spicer Royal Commission (itself a unique venture in public participation!) calls for more consultative, and consensus-building, processes in the national decision-making arena. The public demands it, they found; and without such processes, they believe, we cannot shape solutions to our problems or make creative use of our national opportunities.

At the Provincial level, Ontario has created a variety of participatory forms to help with policy planning and determining strategic directions. Some of these are short term, "informed-participation" bodies example: Premier's Council on Health Strategy. Others are "institutionalized participation in form - example: Technology, Training and Education bodies.

At the Regional/City level we have examples of "informed-participation" bodies such as the Regional Task Forces on Sustainable Development and Affordable Housing. The Remedial Action Plan for Hamilton Harbour has, in effect, "institutionalized" a body that brings together various stakeholders.

The Central Area Plan provides for the strengthening of all three forms of public participation. Indeed, it sees them as essential to the effective and sustainable evolution of the Central Area of Hamilton. CAPIC itself has become a quasi-institutionalized form of "informed participation". It draws together a broad spectrum of 'publics' or stakeholders', including:

a) citizens of the Neighbourhoods within the Central Area;

b) representatives of the commercial/business/industrial sectors, including the BIA organizations;

c) representatives of education and social service sectors;

d) representatives of the wider City and Regional community in recognition of the role of the Central Area as Hamilton-Wentworth's 'Regional Centre'; and,

e) representatives of City Council.

Such forms of community consultation must never be "tokenism" (with the findings pre-set in advance). Nor should they be merely a forum of receiving "opinions". They must be opportunities for bottom-up, collegial planning, and community consensus-building (including the appropriate compromises and necessary trade-offs).

CAPIC'S ROLE IN PUBLIC PARTICIPATION

Taking its cue from City Council's endorsation of creating, and implementing public participation policies in the Central Area Plan, CAPIC sees public participation as a means of revitalizing central area neighbourhoods and districts and building more positive commitments to the City itself.

CAPIC's strategy includes the following:

1. **CAPIC will regularly review its membership and evaluate whether adequate representation is made from all sectors and stakeholders in the Central Area.**

2. **CAPIC will commit itself to Information and "Moving About". (That last phrase is borrowed from a key concept in current creative management practice - "managing by wandering - or moving about") CAPIC will therefore:**

   a) hold meetings in the neighbourhoods

   b) identify common meeting places in the Central Area (i.e. libraries) in neighbourhoods where pertinent information can be disseminated

   c) identify organizations in neighbourhoods through which information can be disseminated (i.e. churches, schools, CIS)

   d) increase the level of staff complement working in the neighbourhoods from current levels

   e) ensure that information on neighbourhood issues, resources and concerns is accessible and understandable at the community level, such issues as language, medium of advertising, disabilities (i.e. hearing and vision impairment), literacy, etc. must be addressed.

3. Encourage the formation of citizen associations in all Central Area neighbourhoods, and ensure that such associations will be given "consultative and implementation roles in respect of the updating of neighbourhood plans, community issues and services, setting of goals and priorities for community consensus.

4. Hold a "Consultation on Community Participation" as the agenda of the September meeting of CAPIC, drawings on the experience/participation of existing community bodies, and sharing 'models' of community-institution organizations.

5. Prepare a report and recommendations arising from the consultation process, identifying the ways in which the three forms of pubic participation (Response, Informed, Institutionalized) can be brought within a creative and accountable community participation strategy for the Central Area of Hamilton

MD/dkp

A:\DRAFT

capic

CENTRAL AREA PLAN IMPLEMENTATION COMMITTEE

a Subcommittee of the Planning and Development Committee

c/o CITY HALL, 71 MAIN STREET WEST, HAMILTON, ONTARIO, L8N 3T4

URBAN/MUNICIPAL
CA4 ON HBL A05
C51 P4C

P5-4-7-9

October 2, 1991

GOVERNMENT DOCUMENTS

TO: ALL CAPIC MEMBERS

IMPORTANT NOTICE

CHANGE OF MEETING DATE

The meeting scheduled for Friday, October 11th has been postponed to:

DATE: November 8, 1991

TIME: 9:00 a.m.

PLACE: Room 233, City Hall

which is the next regularly scheduled CAPIC meeting. Matters related to Harbour issues will be addressed. Public participation will be on the agenda for December 13th. In the meantime, the Public Participation Sub Committee will be meeting.

David Godley
for Bill Janssen
CAPIC Co-ordinator (546-4147)

c.c. Mailing list

D.G.:ns
CAPIC.LET

URBAN/MUNICIPAL
CA4 ON HBL AOS
C51 P4C

capic

CENTRAL AREA PLAN IMPLEMENTATION COMMITTEE

a Subcommittee of the Planning and Development Committee

c/o CITY HALL, 71 MAIN STREET WEST, HAMILTON, ONTARIO, L8N 3T4

NOTICE OF MEETING AND AGENDA

DATE: November 8, 1991

TIME: 9:00 A.M.

PLACE: Room 233, City Hall

AGENDA - HARBOUR ISSUES

1. Chairperson's Remarks
2. Members Reports
3. Minutes of Meeting held June 14, 1991 at Leander Boat Club (attached)
4. Remedial Action Plan Update
   - (Ray Rivers of RAP)
5. Update on Crombie Commission and Regional Watershed Plan Update
   - (Norm Regetlie - Regional Planning)
6. Update on Harbour Planning Issues
   - (Bill Janssen - Local Planning)
7. Harbour Related Issues - (Gil Simmons)
   a) Bench Design
   b) HMCS Star, Catherine Street North



8. Information Items
9. Preparation for Next Meeting - December 13, 1991 on Public Participation and Sewell Commission
10. Other Business

Co-ordinator
Bill Janssen 546-4147

Bill Janssen

capic

CENTRAL AREA PLAN IMPLEMENTATION COMMITTEE

a Subcommittee of the Planning and Development Committee

c/o CITY HALL, 71 MAIN STREET WEST, HAMILTON, ONTARIO, L8N 3T4

MINUTES

CENTRAL AREA PLAN IMPLEMENTATION COMMITTEE

Leander Boat Club

June 14, 1991

MEMBERS ATTENDING

Charles Forsyth - Chairperson	Citizen Member
Russell Elman - Vice Chairperson	Durand Neighbourhood Association
Art Lomax	Hamilton Automobile Club
John Eyles	McMaster University
Kay Nolan	Separate School Board
Anne Stewart	Hamilton Board of Education
Gerry Kennedy	Hamilton Real Estate Board
Maggie Fischbuch	Citizen Member
Gabriel Etele	Downtown BIA
Gloria DeSantis	Social Planning and Research Council
John Nolan	Past Chairperson
Gil Simmons	North End Neighbourhoods

REGRETS

Alderman McCulloch	Alderman Ward 2
Mary Pocius	International Village BIA
Bob Sutton	Hamilton and District Labour Council
Don Cole	Chamber of Commerce
Ozzie Ferguson	United Senior Citizens of Ontario
Helen Nemeth	Beasley Neighbourhood
Bruce Rankin	Hamilton Society of Architects

STAFF AND OTHERS

David Godley (Co-ordinator)	Local Planning
Mary Domagala (Secretary)	Local Planning
Chris Firth-Eagland	Public Works
Bob Chrystian	Public Works
Werner Plessl	Public Works

1. Chairperson's Remarks

1. Charles Forsyth called the meeting to order at 9:20 a.m. and welcomed everybody to the Leander Boat Club.

2. Minutes from Previous Meeting

2. Mary Domagala noted that Bill Pearce's name was omitted from the attendance listing as was the description he gave of the work of the Sustainable Development Task Force at the last meeting.

3. Russel Elman noted that Item 13, point one should read as "from Queen northbound onto Aberdeen". Point three should read, "road closure of a portion of Markland Street West of Bay Street". Russel also noted that it should be clarified that these were proposals put forth by the Traffic Department. The minutes were approved as amended. Moved by Gil Simmons, seconded by Kay Nolan. Carried.

3. Members' Reports

4. Anne Stewart reported that Allenby School will not be closed due to two factors: the potential redevelopment of the Lapp property; and, the expiry of the lease with Central School in 1995. Once the lease for Dalton Insurance has expired, Central will open as a school for Junior Kindergarten to Grade 6.

5. Kay Nolan commented that she was happy to see the fountains in downtown.

6. Gloria DeSantis mentioned that the SPRC held its Annual General Meeting the previous evening. She will comment on it under Item #5.

7. John Eyles expressed concerns over all GO Services (i.e. the buses) being relocated to the Hunter Street Station.

8. Arthur Lomax thanked staff for setting up the meeting at the Leander Boat Club.

4. Update on Pier 4 Park and the Parks Master Plan

9. Bob Chrystian of the Parks Division provided a brief introduction on the subject and introduced Chris Firth-Eagland and Werner Plessl of his staff.

10. Chris Firth-Eagland described the various components of the Parks Master Plan Study. He explained that the Terms of Reference have been completed and that a consultant will be selected to conduct the study.

11. Anne Stewart questioned the role of the Master Plan in the political process.

12. Chris Firth-Eagland said that the program is being looked at favourably. Having policies in place for parks is viewed as a positive initiative.

13. Gil Simmons asked if anyone considered hosting a series of lectures or panel discussions about philosophies of park development and open space.

14. Chris Firth-Eagland replied that a format for public meetings will be determined once the consultants are hired.

15. John Eyles inquired whether there were complaints about using parks as "extensions of backyards".

16. Chris Firth-Eagland said that there are complaints about the perception of what should not be done in parks. Through the use of signage and police, there is an attempt to change behaviour.

17. Russel Elman asked what the relationship will be between the Parks Master Plan and the policies of the Official Plan.

18. Chris Firth-Eagland replied that it will be integrated with the Official Plan.

19. The subject of green space corridors and linkage of parks was raised. This will be examined in the Study.

20. Discussion ensued on the use of school board properties. Chris Firth-Eagland noted that some policies already exist. Bob Chrystian mentioned that the jurisdictions of park maintenance between school boards and the City differed.

21. Charles Forsyth summarized the discussion. He noted that the ecological carrying capacity of properties should be included in the inventory. Also, because it is difficult to get parkland in the Lower City, perhaps the streets could be enhanced with grassed area. He asked that the Terms of Reference be shared with CAPIC and included in the next agenda package.

(ACTION - MARY DOMAGALA)

22. Chris Firth-Eagland described the initiatives to take place at Pier 4 Park. In March, Council mandated the development of Pier 4 Park and the public acccess to the boat launch to the west of the Lax property. Key features include a pedestrian/bicycle path from Ferguson Avenue to Sam Lawrence Park with linkages through the neighbourhood to Pier 4 Park and the boat launch.

23. Discussion ensued and the following points were raised:

- The possibility of decking the parking lot and using the Upper level as parkland;

- Moving a historic building on Caroline and Stuart Streets to the park to be used for washrooms and to house the Hamilton Bay Sailing School;

- The possibility of a concession stand to be located at the park to serve as a destination for boaters; and

- Public access to the Hamilton Harbour Commissioners spit.

24. The meeting adjourned.

M.D.:ns
CAPIC.MIN

Bay Area Restoration Council,
Life Sciences Building,
McMaster University,
Hamilton, Ontario
L8S 4K1
Oct. 18, 1991

OCT 21 1991

Ms. M Domogala,
Planning Development Dept.,
Hamilton City Hall,
71 Main St.,W.,
Hamilton, Ontario.
L8N 3T4

Dear Mary,

The Hamilton Harbour Remedial Action Planning Team is now nearing the completion of its Stage 2 Report. Before this report is finalized and sent to the International Joint Commission for approval, the general public and the constituent groups of the Hamilton Harbour "Stakeholders" must have the opportunity both to review the report and to submit their comments and personal recommendations.

In order to promote public awareness of the Remedial Action Plan for Hamilton Harbour, we have asked our stakeholder representatives to help inform their membership about RAP activities by including some information concerning the Hamilton Harbour RAP in one of the upcoming issues of their newsletters.

I have enclosed an article which could be used in your newsletter totally or in part. Please edit it as you see fit. I believe it would have more impact on your membership if you could include specifically the areas where your organization has contributed to the RAP process. Your stakeholder representative could help you with this.

If you are able to publish any information on the Hamilton Harbour Remedial Action Plan, I would appreciate receiving a copy of your newsletter. I would like to include it as part of our public awareness report.

There may be other parts of the Stage 2 Report which would be of greater interest to your readers than the information that I have provided. If so, please contact me at 627-1320 and I will attempt to get you additional information.

Thank you for your co-operation. Whatever you can do for us will make an important contribution to furthering the awareness of the citizens of this area about the major issues which confront us in improving the water quality in the Hamilton Harbour watershed.

Your Stakeholder
Representative is
Gillian Simmons.

Sincerely,

Kenneth Hall

Kenneth Hall
Executive Director
Bay Area Restoration Council

THE REMEDIAL ACTION PLAN FOR IMPROVING THE WATER QUALITY IN HAMILTON HARBOUR

Remedial action planning was underway in Hamilton even before the formal adoption of the Remedial Action Plan (RAP) process by the International Joint Commission (IJC). The "stakeholder" method of soliciting public involvement, now applied in most Canadian RAPs, was first tried in Hamilton. Forty-nine stakeholders from government, industry and interest groups began meeting in June 1986 and to date have developed a Stage 1 RAP and a Draft Stage 2 RAP.

..... has assumed an active role in the Hamilton Harbour Stakeholder organization and our representatives have made a substantial contribution to the development of the Stage 1 and Stage 2 RAP reports.

Hamilton Harbour's environmental problems have grown progressively during the last two hundred years of human activity. Much of the marsh that was once located along the southern shore of the Bay has been filled in, and now is the location of the giant steel mills. About 20% of the harbour has been lost through filling.

Water quality has been badly degraded. The breakdown of ammonia and phosphorus from sewage treatment plants and industry and the breakdown of a large phytoplankton biomass has caused severe oxygen depletion in the harbour's waters. In addition sediments in the harbour have been found to be heavily contaminated with a variety of organic chemicals and metals. Turbidity and suspended solids are also a major problem.

The water quality problems have had a severe impact on fish and other biota, and have led to a degradation of fish and wildlife populations. An historical cold water fishery has now been eliminated, and most of the fish which have suvived are the much less-desirable warm water varieties.

The 1970's finally saw some attention paid to all the damage done to the harbour. The Ontario Ministry of the Environment conducted extensive investigation of the area's problems,which were comprehensively summarized and published with remedial options in 1985. By the early 1980's there was some remedial action taken by the steel industry and in the sewage treatment plants.

In 1986 a stakeholder group with an ecosystem approach was formed. Members included federal and provincial agencies, conservation authorities, the Hamilton Harbour Commission, local politicians and municipal officials, citizens groups, ratepayer associations, educators, user groups, industries and unions.

With the Great Lakes Water Quality Agreement (GLWQA) renewed in 1987, the remediation process became caught up in the RAP program. The stakeholders set to work and produced a draft Stage 1 document which was presented to the public 1n 1988. When completed in 1989 (supplemented with the biological data required to meet the GLWQA's list of beneficial uses) it was submitted to the IJC and approved in 1990. A draft Stage 2 report has just been completed and is presently undergoing a period of public review. When all public recommendations have been considered and appropriate adjustments have been made,it is expected that the Draft 2 report will be ready for submission to the IJC by early 1992.

Even before official RAP cleanups have begun, several remedial actions have been implemented, based on the the information in the RAP reports and related technical papers:

1) Two companies, Dofasco and Stelco, completed a $13 million program to reduce ammonia, phenol, suspended sediments, and arsenic discharges to the harbour.
2) Stelco has achieved major reductions in various discharges, particularly of zinc, 40% to 45%.
3) Final effluent filtration for the Dundas and Waterdown sewage treatment plants (STPs) was installed to protect sensitive habitats in Cootes Paradise and Grindstone Creek respectively.
4) Flow control was installed at the Dundas STP to reduce nutrient and suspended solids discharges to Cootes Paradise.
5) Multiple-point chemical treatment at Burlington's Skyway STP and Hamilton's Woodward Avenue STP reduced phosphorus discharges by about 50%.
6) Process changes at the Woodward Avenue STP reduced ammonia discharges by one-third.
7) Confinement of contaminated sediments to Windermere Basin is to be completed this year.
8) Process audits at Burlington's Skyway STP have defined the potential to meet RAP loading reductions.
9) Recycling capacity at Burlington's STP has been expanded.
10) A study to reduce combined sewer overflows from the Hamilton-Wentworth Region has been completed.
11) Under Ontario's Municipal-Industrial Strategy for Abatement (MISA) mandate to move towards virtual elimination of persistent toxic substances, Hamilton's two major steel industries have completed their monitoring work and are now in negotiation with the province for specification of the treatment works and processes that will be required. In preparation for development of regulations a pilot study has been undertaken to define the source of contaminants to the municipal sewer system.
12) Environment Canada's Great Lakes Clean Up Fund has awarded one-third funding to the plan to restore fish and wildlife habitat in Hamilton Harbour and Cootes Paradise.

13) Environment Canada awarded The City of Hamilton a $ 7.6 million contract to clean up contaminated soils from the Harbour's Lax property.

14) The Ministry of Tourism and Recreation contributed $ 1.1 million towards Hamilton's $ 2.2 million Pier Four Park.

15) Experimental work in extending the time bacteria is in contact with sewage at the Woodward Ave. S.T.P. has cut the ammonia discharge in half resulting in immediate improvements in Harbour water quality.

The stakeholders have continually struggled with a number of important issues including:

1) physical access to the harbour and the extent to which land use should be included in the RAP
2) dealing with contaminated sediments
3) developing an implementation structure.

Many of the stakeholders consider access to the waterfront a critical part of maintaining public support for a strong RAP. Currently there are only a few areas of the harbour accessible to the public.

Many parts of the harbour and a feeding creek that receives much of the the city's sewage outflow require regular dredging. The dredgeate is currently placed in a containment facility to be completed this year in Windermere Basin. Space in the facility is expected to last no longer than the end of the century.

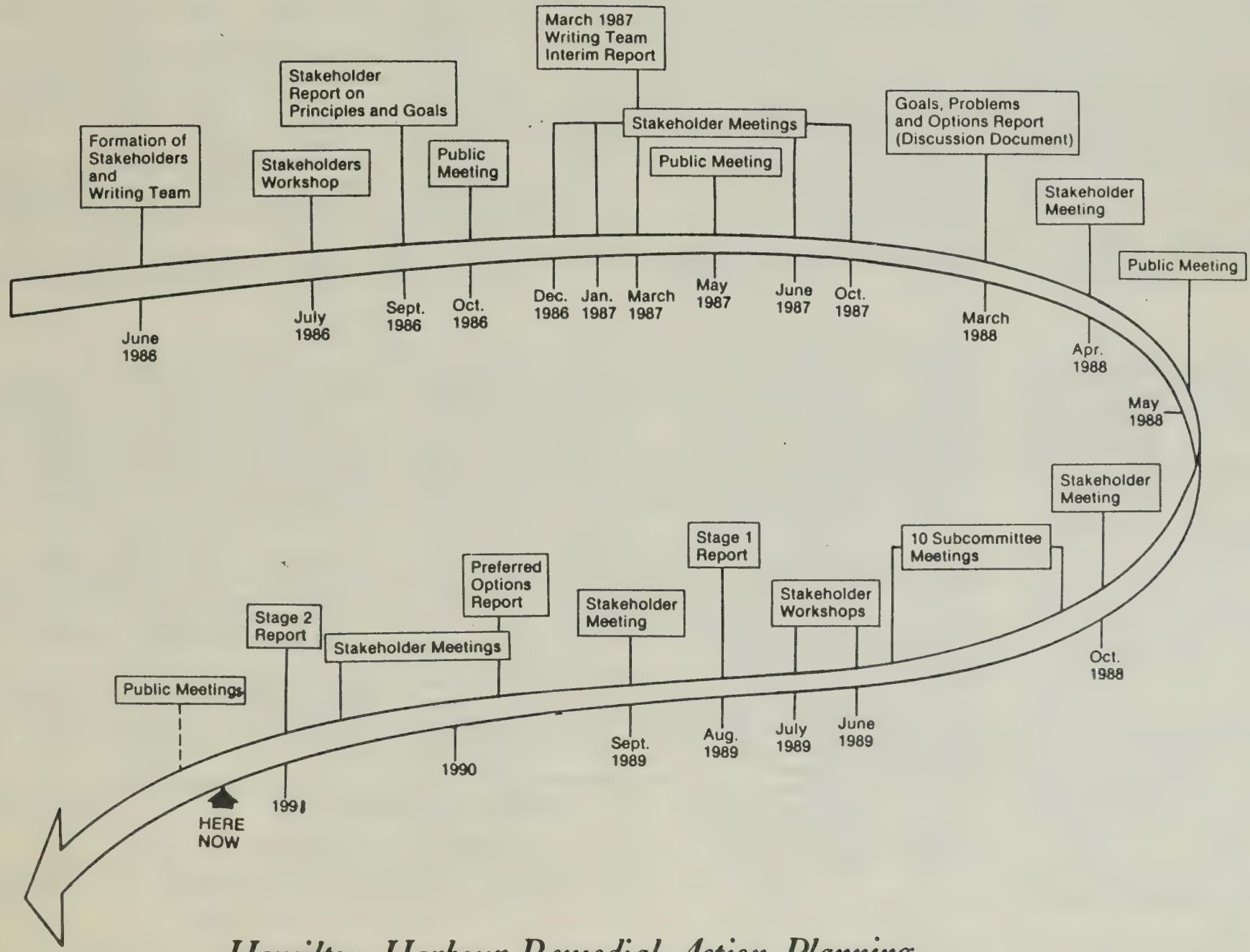
The stakeholders have made great progress in establishing a RAP implementation advisory structure. A new organization called the Bay Area Restoration Council (BARC) has been incorporated which will give the stakeholders a more permanent structure. BARC contains all the members of its predecessor advisory group except the agencies. A separate agency-implementation committee, the Bay Area Implementation Team (BAIT), is being formed.

Hamilton's Harbour remedial action planning is further along than that of Ontario's other RAPs, thanks to a very active and committed group of stakeholders and a very supportive agency RAP writing team.

The Draft Stage 2 RAP report deserves the scrutiny and input of every citizen of this community. Get Involved. Attend one of the many open houses and information sessions scheduled from January to mid-February 1992, and please complete a RAP questionnaire. If you live or work in the Hamilton Harbour watershed, you are a stakeholder too.

For more information call the RAP hotline 527-TALK.

Figure 1.



Hamilton Harbour Remedial Action Planning

Public input sought for harbor cleanup campaign

Stories by BETH MARLIN
The Spectator

WHAT DO you think of the proposed cleanup of Hamilton harbor?

Does it go far enough toward restoring the bay to its pre-pollution state?

Does it go too far?

And are you willing to cough up the tax dollars — possibly as much as half a billion dollars — to pay for the cleanup?

Your opinion on the proposed cleanup strategy will be sought when the Hamilton Harbour Remedial Action Plan team kicks off its two-month public awareness campaign on Oct. 28.

The RAP team, which contains representatives from all levels of government, industry and various public interest groups, expects to present its final cleanup strategy to the Canada-Ontario Agreement Review Board in March. If the report is accepted by the board, it will then be presented to the International Joint Commission, the Great Lakes' watchdog set up by the Canadian and U.S. governments.

"We don't go around asking people: How much would you be willing to pay for the army or navy?"

– RAP member Gil Simmons

Before then, the RAP team will consider last-minute changes to the strategy after hearing the public's concerns and comments during at least two public meetings in November.

The $100,000 public awareness campaign, paid for by Environment Canada, was unvieled at last night's RAP team meeting by the group's consultant, Gord Green of JAG Communications Inc.

The campaign will include the distribution of the RAP's draft stage two cleanup report, 30,000 educational posters illustrating and describing the harbor's pollution problems and a four-page educational tabloid, he said.

Information booths, which will distribute a questionnaire on the proposed harbor remediation, will also be set up in shopping malls in hopes of attracting the attention of early Christmas shoppers.

Mr. Green said he is also negotiating with several businesses which may sponsor an outdoor advertising campaign of the public awareness campaign.

Comedian Martin Short, raised in Hamilton and now living in Los Angeles, will appear in some of the campaign's radio and newspaper ads.

A RAP hotline, which will record the public's questions or comments about the plan, will also be set up on Oct. 28.

Because of the election on Nov. 12, comments from municipal politicians will not be sought until the new council resumes in January, the RAP team decided.

"We have to avoid the perception of elected officials being presented with a done deal," said Ted Gill, a regional engineer who sits on the team.

Mr. Gill commented that some municipal politicians on the RAP team have not been attending meetings because of concerns about the final cost of the cleanup for their constituents.

RAP member Hugh Eisler, Stelco's environmental affairs manager, suggested the questionnaire be expanded to quiz the public on the cost issue.

"We should be a little more direct to see if people are willing to pay for (the cleanup) through an increase in taxes," he said.

However, team member Gil Simmons disagreed. "We don't go around asking people: 'How much would you be willing to pay for the army or navy?' But somehow we seem to need to ask: 'How many pennies will be you willing to squeeze out for the environment?'"

Environmentalist Pat Potter, another team member, expressed dismay that the proposed three-page questionaire was only printed on one side of each page.

"As an environmentally conscious person, did you know you can photocopy on both sides?" she asked Mr. Green. "It seems like a heck of a waste. You're going to get criticized for that. People are noticing that now."

However, Mr. Green said it would involve too much work to manually photocopy both sides.

"But it's on recycled paper," he said.

25% of harbor shore should be accessible to public, RAP says

PEOPLE SHOULD be able to reach the water's edge along at least 25 per cent of Hamilton harbor, says the group planning the future of the bay.

This is the latest recommendation to be stuffed into the Hamilton Harbour Remedial Action Plan team's growing draft stage-two cleanup report.

The recommendation, passed at last night's RAP team meeting, does not propose how this public accessibility to the shoreline — much of it owned by private industry and marked by 'No Trespassing' signs — might be achieved by the 1996 suggested deadline.

Only 7 per cent of the harbor shoreline is now accessible to the public.

RAP team co-ordinator Keith Rodgers said it was a "reasonable goal" to increase the public accessibility of the harbor.

"Twenty-five per cent of the shoreline for public access wouldn't be unreasonable," said Mr. Rodgers. "We already have 7 per cent" and that doesn't include the proposed waterfront park property.

The recommendation was developed after several RAP team members expressed disappointment over the lack of specific recommendations concerning public access when the draft stage-two report was released in August.

Last night, team member Gil Simmons suggested the cleanup strategy should involve even greater commitment toward increasing public accessibility to the harbor.

"If there would be a property with direct access to the harbor where there could be a possibility it could be acquired for public use, what action would we take?" she asked.

Burlington planner Leo DeLoyde said negotiations were about to begin between the Royal Botanical Gardens, the City of Burlington and a private developer over the prospective sale of a vacant harborfront property.

Ms Simmons suggested a land inventory be started in Hamilton containing physical descriptions of properties along the shoreline.

Spectator
Oct 9 1991

CITY OF HAMILTON
PARK AND OPEN SPACE MASTER PLAN
TERMS OF REFERENCE

A. INTRODUCTION:

The City of Hamilton wishes to retain the services of a Consultant or consortium of firms henceforth referred to as the Consultant, to undertake the development of a City of Hamilton Park and Open Space Master Plan.

A short list of Consultants will be invited to submit detailed proposals to the City of Hamilton to provide the research and co-ordination necessary to complete the Master Plan, as outlined in these Terms of Reference.

The 'short list' will be established by our Selection Committee based upon the qualifications and related experience of Consultants, as expressed in their 'Letter of Interest.'

Once the proposals have been reviewed, the Consultants will be asked to attend interviews during the week of July 15, 1991, to discuss their proposals in greater depth.

The successful Consultant shall work under the direction of the Park and Recreation Citizen's Advisory Committee and the Technical Advisory Committee. These committees have representation from Hamilton's Elected Officials, Citizens and Staff Members of various departments and agencies and will provide guidance and resource functions to the Consultant.

A collaborative, team approach will be required to facilitate the range of tasks necessary to complete the research and coordination to develop both the Master Plan and effective strategies for its successful implementation.

B. BACKGROUND

The City of Hamilton owns and manages approximately 2000 acres of developed parkland and a further 2000 acres of undeveloped park and open space lands. Improving the quality and effectiveness of our diverse park and open space resources and the services provided by the various agencies that are responsible for the management of these resources, requires that greater efforts be directed towards comprehensive planning.

Background (continued)

Hamilton's greenspace resources include environmentally sensitive Niagara Escarpment properties, Carolinian forest tracts, Lake Ontario and Hamilton Harbour shorelines, parkettes, neighbourhood, community and City level parks, historic park sites and developed recreational sports parks.

The background information on these various sites is split amongst many different civic departments and agencies and has become difficult to retrieve, outdated and in many instances non-existent. In order to make sound planning and management decisions, the City requires a full inventory and evaluation of its' park and open space resources.

The resource inventory and evaluation data will be integrated into a computerized information management system that is designed for user friendly access by many different civic departments. This dynamic information management system, proposed by the Consultant, will provide the City with a valuable planning and management tool, capable of manipulating the inventory and related data. This system would integrate with the City's existing and proposed information systems.

The Citizens of Hamilton are expressing a heightened awareness and concern over the various issues which govern the extent, condition and best use of our park and open space resources. In order to improve the satisfaction, understanding and involvement of Hamilton's Residents towards the attainment of their aspirations for adequate, quality park and open space resources and services, the City must undertake a full review of the standards, policies and procedures which govern these resources.

This review will extend beyond existing civic documents and policies such as the Culture and Recreation Master Plan, Vision 2000, Park Expenditure Policies, zoning by-laws and the Official Plan, to identify and integrate opportunities between the City, the Public and other Agencies involved in the management of non-civic greenspace resources.

The City of Hamilton Park and Open Space Master Plan will bridge a broad range of issues and disciplines through the development of an integrated set of policies, standards and programmes which will provide the necessary strategies and guidance to successfully acquire, develop and manage our park and open space resources to satisfy current and future demands.

C. SCOPE OF WORK

GENERAL

The intent of this invitation is to obtain proposals from selected Consultants to provide a complete service to the City of Hamilton for the preparation of a Park and Open Space Master Plan, as described herein.

INVENTORY AND DATA COLLECTION

1. The Consultant shall attend an initial meeting with the Technical Advisory Committee, to review the preliminary project programme outlined in these Terms of Reference, discuss possible changes or refinements, determine project time frame and strategies to achieve "milestones", review reporting format, establish meeting schedules and communication channels.

2. The Consultant is responsible for co-ordinating and compiling a full inventory of all civic park and open space lands. To facilitate this task the Consultant shall collaborate with various Civic Departments and Agencies, review existing documents and background information and prepare strategies for the preparation and maintenance of the inventory data.

3. The Consultant shall review with the Technical Advisory Committee the strategies for completing the inventory data collection and the evaluation of the civic park and open space resources. Based upon approval of the format for data collection and evaluation, the Consultant shall implement the most effective course of action to combine the efforts of the Consultant and City Staff for the completion of the data collection. The City of Hamilton Parks Division is prepared to undertake the physical site inventory work for all City Parks, utilizing the format established by the Consultant and subject to quality control monitoring and verification by the Consultant.

   The inventory and evaluation data will be compiled in hard copy in a consistent format suitable for entry into the proposed computerized information management system.

Inventory and Data Collection (continued)

The inventory will include the compiling and evaluation of the following data:

- extent of all civic park and open space lands
- property boundaries, legal descriptions, municipal address
- background information such as special designations, site restrictions, potentials, utilities, easements
- natural and cultural features and their condition
- park classification, name, acreage, location
- cost data relating to development, maintenance
- maps, plans, photos
- population demographics, changing socio-economic forecasts
- zoning information

INVENTORY MANAGEMENT

1. The Consultant shall evaluate the requirements of the various Civic Departments and Agencies involved in the management of our park and open space resources, for inventory data access, manipulation and management. The proposed computerized information management system will be capable of integrating with the City's existing and proposed (i.e. Parcil G.I.S.) information systems.

   The proposed system will have multi-application, multi-tasking capabilities, a graphical user interface and a data bank capable of displaying and manipulating the range of data included in the inventory.

2. The Consultant shall review with the Technical Advisory Committee the results of their research and based upon this review provide the information and recommendations necessary to allow the City to acquire the optimum platform and programmes to manage and utilize the inventory data.

MASTER PLAN STUDY

1. The Consultant shall review the City's Official Plan park classification/designation system. Based upon an evaluation of the City's standards for each classification and an analysis of supply, shortage, surplus at the neighbourhood, community, Ward and City wide levels, the Consultant shall recommend classifications for all civic park and open space lands.

2. The Consultant shall review and evaluate the full range of Civic documents and resource data, as listed in Appendix 'A' with respect to their impacts upon the provision, management and use of park and open space lands.

Master Plan Study (continued)

3. In conjunction with the recommended park and open space classifications, public and City Staff perspectives, the Consultant shall review the City of Hamilton Official Plan, Neighbourhood Plans and zoning By-Laws to establish the range of permissable facility developments and programmed activities for each classification of park and open space lands.

   The Consultant shall make recommendations for the possible amendment of the Official Plan and Zoning By-Laws incorporating the classification system for parkland and open space and their range of permissable uses.

4. The Consultant shall review and evaluate the City's parkland acquisition strategies and programmes and based upon the inventory analysis and Official Plan standards, prepare long and short range objectives, strategies and priorities for parkland acquisition and sale.

5. The Consultant shall evaluate the City's parkland acquisition and development funding strategies and policies and make recommendations for enhancing existing programmes and implementing additional strategies and policies.

   This evaluation process shall involve a review of the following:

   - Existing 5% parkland dedication fund and the City of Hamilton Park Expenditure Policies
   - Capital Development Charges
   - 2% commercial and industrial parkland dedication
   - 1 Hectare per 300 dwelling units
   - Developer responsibilities for parkland upgrading via subdivision agreements

6. The Consultant shall identify other potential funding sources and opportunities as they relate to parkland acquisition, development and management. This study will include a review of Federal and Provincial programmes and will provide the City with a list of opportunities, contacts and methods to successfully pursue additional revenue sources.

7. Based upon the City's existing and potential funding parameters for parkland development and our existing development commitments, public aspirations and the City's abilities to "follow through", the Consultant shall prepare park development and re-development strategies.

   These strategies will be compiled into a Park Development Master Plan which will establish long and short range objectives, development priorities and identify host sites for major recreational facilities and festivals.

Master Plan Study (continued)

8. The Consultant shall review and evaluate the City's Policies and practices concerning the encroachment on, and the lease and sale of, civic park and open space lands.

   Based upon the inventory data evaluation and the standards for park and open space provision, the Consultant shall identify lands deemed surplus to the park and recreational needs of the City.

9. The Consultant shall identify all non-civic park and open space lands, evaluate the relationships, interdependancies and opportunities which may exist or could be enhanced to provide additional park and recreational opportunities for the Citizens of Hamilton.

   Of particular interest are the current and potential joint-use and joint development opportunities for the provision of recreational amenities and for the comprehensive linking of greenspace resources through a greenspace corridor system.

   Affected Agencies would include but not be limited to:
   - the Public and Separate School Boards
   - the Royal Botanical Gardens
   - the Niagara Escarpment Commission
   - the Hamilton Region Conservation Authority
   - various utility agencies
   - various railway transportation Agencies

10. The City of Hamilton is entering an era of "right-sizing" it's labour force and in addition, Civic budgeting processes are being streamlined with an emphasis for increased accountability for funding appropriations and the quality of service provided to the Public.

    In order to accomplish what is expected with limited resources and in response to changing social trends with respect to providing alternative opportunities for recreational and educational involvement in municipal activities, the role of the volunteer must be given careful consideration.

    The Consultant shall identify potential roles, functions and opportunities which are suitable for involving and enhancing volunteer participation in the operation of Hamilton's Parks system.

11. The Consultant shall review and evaluate the City's policies and practices concerning the accessability of Hamilton's park and open space lands. Based upon this review the Consultant shall make recommendations to assist the City in addressing this important issue.

D. MASTER PLAN DOCUMENTATION

1. The Consultant shall document all findings and make the following submissions:

a) Inventory and data Collection:

Report - provide five (5) copies of a draft report
- provide 30 copies of the final report

b) Master Plan Document

Interim Report	-	provide ten (10) copies
Draft Master Plan	-	provide ten (10) copies
Final Master Plan	-	provide thirty (30) copies

E. FUNDING

A funding limit of $100,000.00 has been established for the development and implementation of the Park and Open Space Master Plan.

F. MEETINGS

The meetings to be attended during the development of the Master Plan will include:

- initial orientation meeting
- 6 progress meetings with each of the Citizens Parks and Recreation Advisory and Technical Committees. For convenience meetings with these 2 committees will be scheduled to occur on the same days
- 2 Public meetings with evening sessions to receive input and present recommendations to the Public
- 1 meeting with Niagara Escarpment Commission Staff
- 1 meeting with Hamilton Region Conservation Authority staff
- 1 meeting each with the Hamilton Public and Separate School Boards

Meetings (continued)

- 1 morning meet to present the Master Plan to, and seek approval from the appropriate Standing Committee of Council

- Should any additional meetings be required, the Consultant will be compensated according to the hourly rates supplied

GENERAL CONDITIONS

1. Please note that responses will only be considered from Consultants who have completed assignments for similar operations.

2. The Consultant's proposal must be signed by an officer of the company duly authorized to sign on behalf of the Consulting firm.

3. The signature on the enclosed Proposal Form constitutes a guarantee that your firm will enter into a contract with the City for the Total Firm Upset Limit which you have indicated, should your firm be awarded this contract.

4. THE FORM OF PROPOSAL MUST BE COMPLETED IN FULL AND RETURNED WITH YOUR DOCUMENTATION. FAILURE TO COMPLETE AND RETURN THE FORM WILL BE CAUSE TO REJECT YOUR PROPOSAL.

PROPOSAL EVALUATION - REVIEW OF PROPOSALS

1. At the close of the proposal call, all proposals shall be examined.

2. The City, at its sole discretion, may negotiate any aspect of the RFP of any proposal with any bidder at any time. Without limiting the generality of the foregoing, the City may negotiate with one or more bidders, at any time.

3. Negotiation with any bidder shall not oblige the City to enter into a contract with such bidder and shall not constitute an acceptance of any bidder's proposal.

4. All negotiations pursuant to paragraph 2. above shall be in writing in a form satisfactory for inclusion in the contract and satisfactory to the City.

Proposal Evaluation - Review of Proposals (continued)

5. In addition to reviewing the written Proposals, the evaluation process **may** include a formal interview with one or more firms, to allow City staff to better evaluate the Proposals and verify the firm's resources and ability to carry out the project. Such a meeting will take place in Hamilton and transportation to and from the meeting for the Consultant's representatives shall be at the expense of the Consultant. Any award resulting from this call for Consulting Services will be subject to City Council approval.

CONSULTANT SELECTION

The City wishes to identify and select the Consultant whose proposals can satisfy the requirements of the RFP in a practical manner and bring an external perspective to the study, challenge existing assumptions and practices and act as a facilitator in obtaining consensus and commitment amongst working group members, and with assured project management and control. The selection criteria will be based on the following:

1. Consultant's proposed study methodology and approach to addressing the objectives' as set out. Timetable of meetings to determine progress up until completion of the project.

   The Consultant's understanding of the City's requirements for this assignment and ability to carry out the Scope of Work involved with the execution of the project and the time frames in which it must be completed, including the proposed approach, work plan, activity schedule and resource plan. As part of the interview process we expect the Scope of Work/Terms of Reference could be refined in discussion with the consultant.

2. Consultant's company relevant and successful experience and expertise with similar projects. Your response must be explicit when referencing job/project experience. You must provide dates and places of work completed, as well as names and phone numbers of contact persons.

3. Provide curriculum vitae of all key staff proposed for this project including their names, experience and expertise with similar projects. In your Proposal, indicate the relative involvement of each key employee proposed for the work on each identified task in this assignment together with person day allocations and the hourly rate. Indicate the **Project Manager** who would be assigned overall responsibility for this project and his/her person day allocation in hours and the per diem rate. The hours allocated and the per diem rate for all other individuals assigned to this project are also to be specified.

Consultant Selection (continued)

4. If the use of sub-consultants is proposed to complete the work as described, your response should indicate any other firms which would be involved in the project and their relationship and responsibilities in completing the project. Outline all subconsultants and their relevant experience you would propose to use to carry out specialized assignments beyond your firm's resources.

5. Any sub-consultants or key staff identified in your submission shall be retained. No changes or additions of other sub-consultants or key staff will be allowed without the written approval of the City.

6. A brief summary of your company's business operations, including the business address and accessibility of your offices.

7. In order for your Proposal to be considered, the fee structure, to be a Firm Upset Limit, must be indicated on the enclosed Proposal form signed by the appropriate parties.

   THE FORM OF PROPOSAL MUST BE COMPLETED IN FULL AND RETURNED WITH YOUR DOCUMENTATION. FAILURE TO COMPLETE AND RETURN THE FORM WILL BE CAUSE TO REJECT YOUR PROPOSAL.

8. Cost will be considered in conjunction with the overall resource evaluation and will not be the sole determining factor.

SCHEDULE

1. Once the letters of interest have been reviewed by the members of our selection Committee, a short list of firms will be asked to submit detailed proposals.

2. The short list of firms submitting proposals shall be asked to attend a follow-up interview during the week of July 15, 1991.

3. It is intended to submit the selected proposals to the Parks and Recreation Committee on July 23, 1991, and then to City Council for approval on July 30, 1991.

Fee Structure

THE FORM OF PROPOSAL MUST BE COMPLETED IN FULL AND RETURNED WITH YOUR DOCUMENTATION. FAILURE TO COMPLETE AND RETURN THE FORM WILL BE CAUSE TO REJECT YOUR PROPOSAL.

The Consultant shall provide 4 copies of their proposal to undertake the project outlined in these Terms of Reference including a schedule showing the proposed completion times/meeting dates and appropriate cost breakdown. The fees should also incorporate any subconsultants proposed for the study including a detailed breakdown of their consulting fees.

A schedule of fees and disbursements must be provided on the Proposal Form. They may be further reviewed and addressed during the interview process. The basis of payment will be fixed fee. Provide a schedule of hourly rates for all personnel, mileage charges, and other disbursements. The Consultant shall indicate the proposed schedule for payment.

All consultant work related to this RFP and materials supplied by the Consultant, and any oral presentations to this RFP, will be without cost to the City. This proposal call does not commit the City to award a contract.

Additional cost over and above those initially indicated on your Form of Proposal will not be considered unless approved by City Council and you will be advised in writing by the City of Hamilton.

CLARIFICATION OF REQUEST FOR PROPOSALS

All questions respecting the interpretation of the terms set out in these documents shall be referred, in writing, to the Manager of Purchasing prior to Bid submission, allowing sufficient time for written clarification to be issued by and received from the Manager should he consider it necessary. All other queries shall be referred to C. Firth-Eagland.

The submission of such questions or other queries and the failure of the appropriate person to answer by the expiration of the bidding period shall not cause the time for the submission of bids to be extended.

Only the written instructions of the Manager shall be recognized as altering any of the provisions stated in the originally issued documents, and as bidding with respect to any contract entered into with the City by the bidder. Verbal interpretations will not be recognized as modifying any of the provisions of the documents.

Any variation from the conditions of this Request for Proposal must be submitted in writing with the completed Form of Proposal. Failure to submit any statement of variance at that time shall constitute the acceptance of all conditions as set out in the Request for Proposal.

COMMUNICATIONS

Questions related to the intent of the proposed work should be directed to the Park Development office:

Mr. C. Firth-Eagland
Development Co-ordinator
(416) 546-2465

OR for clarifying of completing the Proposal Form

Mr. T. Bradley, Manager of Purchasing
Corporation of the City of Hamilton
71 Main Street West
Hamilton, Ontario L8N 3T4
Telephone: (416) 526-2799

IMPLEMENTATION

The final report will be adopted by a resolution of Council. Council through Mr. C. Firth-Eagland will be responsible for the report implementation.

CONFLICT OF INTEREST

All firms are required to disclose to City Council prior to accepting assignment any potential conflict of interest.

If a conflict of interest does exist as referred to above, Council may, at its discretion, withhold the assignment from consultants until the matter is resolved to the satisfaction of Council.

If, during the conduct of an assignment, a consultant is retained by another client giving use to a potential conflict of interest, then the consultant shall so inform Council and if a significant conflict of interest is deemed to exist by Council, then the Consultant shall:

a) refuse the new assignment, OR

b) take such steps as are necessary to remove the conflict of interest.

DISPOSAL OF SUBMISSIONS

All proposals and supporting material submitted in response to this RFP shall become the property of the City.

RESPONSE COSTS

All consultant work related to this Request for Proposal and materials supplied by the consultant, and any oral presentation to this Request for Proposal, will be without cost to the City.

PROPOSAL ACCEPTANCE

Acceptance of a Consultant for the engagement shall be indicated in writing by the City. The City reserves the right to accept any, or any part of or all proposals and also reserves the right to award a contract to other than the Consultant submitting the lowest price.

ADDENDA

During the bidding period, the City may advise the bidders by an addendum or addenda, of required changes to be made in the Proposal documents. Changes issued in this manner shall become part of these documents and shall be allowed for in determining the price, or prices, bid for the work.

NOTICE

Any written notice, or any other thing to be given or delivered pursuant to this Agreement shall be deemed properly given if delivered personally or mailed by registered mail as follows:

a) If to the City:
The City Clerk
The Corporation of the City of Hamilton
City Hall, 71 Main Street West
Hamilton, Ontario L8N 3T4

b) If to the successful Consultant:
At the address shown on the Form of Proposal

c) such other address of which the party to be notified shall have given written notice to the other party in accordance with the above and such notice shall be deemed to have been given at the time it was delivered or three (3) days from the date of mailing as the case may be.

NON-ASSIGNMENT

Neither this proposal nor any work to be performed under this proposal may be assigned by the vendor without the prior written consent of the city. Such written consent, however, shall not under any circumstances relieve the successful bidder of its liabilities and obligations under this proposal and shall be within the sole and unfettered discretion of the City.

TIME FOR COMPLETION

Indicate the timetable, in working days, that your firm will be able to commence the project after the closing date of the proposal and the number of working days to complete the tasks as outlined in this document from the day of commencement.

CONTRACT

The successful consultant will be required to execute a formal contract to the satisfaction of the City Solicitor in accordance with the terms and conditions set out in the Request For Proposals and the accepted proposal.

TIME OPEN FOR ACCEPTANCE

This proposal is irrevocable and is to continue open to acceptance by the City for a period of sixty (60) calender days after the date and time set for submission of proposal. The City may at any time within the above sixty (60) calendar day period accept this proposal whether or not any other proposal has previously been accepted.

WITHDRAWAL

The City reserves the right to withdraw, at its discretion, this proposal at any time and shall not be liable for any expense, cost, loss or damage incurred or suffered by any bidder as a result of such withdrawal.

ACCEPTANCE

The City reserves the right to reject, at its discretion, any, or any part of, or all proposals and also reserves the right to award a contract to other than the lowest total cost.

Proposals received will be reviewed to determine which firm is, in the sole judgement of the City best qualified to complete the project as described.

Any award resulting from the call for Consulting Services will be subject to City Council approval.

CORPORATION OF THE CITY OF HAMILTON

T. Bradley
Manager of Purchasing

City Hall
Hamilton, Ontario
June 10, 1991

capic

Progress Report

September 1990 - August 1991

CAPIC is a volunteer committee advising Planning and Development on Central Area issues in the City of Hamilton. A primary function of CAPIC is to "monitor and alert."

Over the past year a number of issues have emerged:

- the need for an early update of Central Area neighbourhood plans - and the encouragement of neighbourhood organizations
- preserving the historic character of mountain access roads
- waterfront planning that will effectively bring together all stakeholders, and ensure appropriate scale and style of development within an accessible and sustainably "greened" waterfront district
- Ferguson Avenue as a varied and significant sector of the Central Area, requiring proactive, co-ordinated planning
- the need for better ties between planning and economic and social strategies. This is of critical importance to ensure the economic viability of key Central Area streets - e.g. King Street East, James South, King William, and James North.

In response to these and other issues CAPIC has had a very busy year with many accomplishments. Some of the more pertinent results of CAPIC's work are listed below.

1. Circulation and Movement in the Central Area

In response to VIA Rail's announcement to pull service from the CN Station, CAPIC prepared a report to Planning and Development Committee requesting the establishment of an adhoc committee to examine future uses of the CN Rail Station. As a result of CAPIC's endeavours, the CN Rail Task Force was established.

GO Transit officials were invited by CAPIC to discuss the Burlington to Hamilton Expansion Program and the redevelopment of the T. H. & B. Station on Hunter Street. An excellent exchange of ideas took place and CAPIC was able to provide input into the process.

A sub-committee focusing on Circulation and Movement issues and policies in the Central Area was established to take a closer look at related policies in the Plan.

A forum for discussing numerous issues related to circulation and movement was organized. Speakers included representatives from the HSR, Regional Engineering, City Traffic and the Regional Wheelchair Ramping Subcommittee.

A report was forwarded to Planning and Development Committee requesting the City and Region to formally support Niagara Region's concerns VIA Rail's decision not to stop in downtown Hamilton.

2. Public Participation

A sub-committee was established early in 1991 to review public participation policies in the Central Area. To date, the sub-committee has met a number of times and are in the midst of preparing a report to Planning and Development Committee. An all-day CAPIC meeting is being planned to get input on public participation in the Cental Area.

The Citizen's Advisory Committee for the Central/Beasley PRIDE program was invited to CAPIC when discussions took place on initiatives occurring in those two neighbourhoods.

CAPIC submitted a report to Planning and Development Committee recommending the combination of Central and Beasley neighbourhoods for the neighbourhood planning process. This report was approved by City Council and work on the neighbourhood plans should commence in Fall 1991.

3. Proactive Planning

CAPIC instigated a meeting involving themselves, Urban Design Committee, the Central/Beasley Citizen's Advisory Committee and the Ferguson Avenue Streetscaping Committee to provide initial input to the planning of "Carter Square" in Beasley Neighbourhood.

4. CAPIC Brochure

A revised CAPIC brochure was produced in January 1991 outlining CAPIC's role, mandate, values and achievements.

5. Development Activity Update

Updates of all current developments in the Central Area and their status was produced in December 1990 and April 1991. These "Development Activity" reports have been very useful as a vehicle for disseminating public information that is always in great demand. The Report has been particularly useful for reinforcing confidence for private investment in the downtown and Central Area.

6. Status of Central Area Plan

The Central Area Plan prepared with CAPIC as the advisory committee (Official Plan Amendment 66) has been referred to the Ontario Municipal Board on appeals by the Hamilton Harbour Commission and CN. No hearing date has been set by the Board.

For further information about this report or about CAPIC, please contact the CAPIC secretary at (416) 546-4148 or FAX (416) 546-4202
CAPIC, c/o City Hall, 71 Main Street West, Hamilton, Ontario L8N 3T4

FORM & CONTENT

BY DAVID LASKER

Sept 91 T.O. STAR

What hath Jane Jacobs wrought?

WINNIPEG'S turn-of-the-century Warehouse District, says Toronto architectural historian Robert Hill, comprises "a collection of terra cotta and cut-stone buildings unrivalled in the world."

But it wasn't always meant to be that way. In my previous life, as a double-bass player in the Winnipeg Symphony Orchestra, I'd frequently pass by a model in the lobby of the Centennial Concert Hall, showing a radically different downtown. It was a dazzling, futuristic and cataclysmic vision of the historic core that accorded with the then-fashionable "slash and burn" school of urban renewal which sacked scores of city centres across North America.

And the residents, the supposed beneficiaries of this "progress"? The city planners had not condescended to recycle the charming warehouses into condominiums. Instead, the populace would be coralled into high-rises surrounded by ribbons of highways.

Part of the master plan had already been implemented, dealing the historic district a near-mortal blow. The Public Safety Building (Orwellian double-speak for Police Headquarters) — in Brutalist, penal modern style, appropriately — presented a Chinese Wall between the warehouse district and Main Street.



JANE JACOBS

Across the street, meanwhile, the concert hall and adjacent Museum of Man and Nature were connected by an irrelevent cloud-cuckoo land of useless, windswept plazas, accessible through awkward flights of stairs and divorced from the life of the city, unattractive even to the winos staggering by on their way to the nearby Liquor Commission.

Yet, thankfully, by 1974, when I first played with the WSO, the model seemed a little quaint, for such drastic downtown surgery was already becoming unfashionable. More than any other individual, Jane Jacobs deserves credit for this about-face in city-planning attitudes.

In 1961 she published her critique of cataclysmic-style city planning, *The Death and Life of Great American Cities*. At the heart of her argument was her now-hallowed Four Principles:

"1. The district . . . must serve more than one primary function. . . . These must insure the presence of people who go outdoors on different schedules and are in the place for different purposes. . . .

2. Most blocks must be short; that is, streets and opportunities to turn corners must be frequent.

3. The district must mingle buildings that vary in age and condition, including a good proportion of old ones so that they vary in the economic yield they must produce. . . .

4. There must be a sufficiently dense concentration of people, for whatever purposes they may be there. . . ."

Jacobs's book, a sensation in 1961, remains influential in 1991. To honour the book's 30th anniversary — and the 75-year-old Jacobs — admirers organized an afternoon of eulogies and panel discussions at the University of Toronto last Saturday.

The "tribe" was out in force. Art dealer Av Isaacs was selling vintage "Stop the Spadina" posters in the lobby (Jacobs was instrumental in killing the Spadina Expressway project, which would have plowed through the downtown). Ex-mayors John Sewell and David Crombie, and city councillor Nadine Nowland were participants; councillor Howard Levine was there in his civilian capacity. There were hosts of architects and planners, such as speakers Eb Zeidler, Alan Littlewood and Ken Greenberg. Actor R.H. Thomson read from *Death and Life* while Robert Fulford, now a Financial Times columnist, delivered a witty, feature-article-length discourse on the book's impact.

Herewith, some highlights from the day's proceedings:

Fulford: The book is anti-elitist. It points out how much power is given to architects and planners over citizens.

Nowland: Jane Jacobs says you should subsidize people, not housing. We should raise shelter allowances and let the private sector find the way for affordable housing.

Zeidler: To the chagrin of many, Jane does not give us solutions. At least, not solutions we can apply directly.

Greenberg: All the people who have read the book can't tell whether she's on the left or the right.

Evidently, ambiguity hasn't hurt *Death and Life's* longevity at all.

SATURDAY AUGUST 31, 1991

THEY DARE TO CRITIQUE OUR CITIES

Designer wants suburbs that work

By Christopher Hume
TORONTO STAR

There's no doubt the suburbs are a horrible mess. The question is what to do next.

The answers aren't as evident as the problems, but the Miami-based husband and wife team of Andres Duany and Elizabeth Plater-Zyberk has come up with alternatives that are changing how Americans think about the suburbs.

In town to deliver a lecture earlier this week, Duany told a crowd of nearly 550 design professionals to forget everything they ever learned about suburbia. Instead, he advised them, look to the towns and communities of the past, especially the 19th century.

Duany's argument is based on more than nostalgia. He and his wife have examined small towns in excruciating detail to try to understand why they work, and conversely, why suburbs built since the war don't.

As he says: "We have made the bad easy, and the good difficult."

A drive through the greater Metro area confirms these words. Ontario developers have ruined much of the landscape and provided generally inefficient and wasteful housing that isolates residents from one another and creates traffic congestion.

Designed for cars rather than people, the suburbs have substantially lowered the quality of life throughout North America.

"You have to conclude that this entire urbanism is all for the benefit of the automobile," Duany said. And, he adds, by segregating the suburbs into areas devoted to specific uses — residential, industrial, retail, etc. — dependency on the car is guaranteed.

"Every human activity short of sex generates a car trip. Worse, each car trip necessitates driving on a collector road, which eventually chokes in itself."

In the more than 30 communities Duany and Plater-Zyberk have designed, the emphasis is on pedestrian access and mixed-use. Zoning is employed to establish building type and size, not function. Streets are laid out in a traditional grid, rather than the contemporary system of curves and pods, which are confusing and meaningless.

As Duany pointed out, "When you enter a situation like this you're always lost. To be oriented you need memorable buildings, landmarks."

To that end, civic buildings in his communities are located at the end of streets or in squares, on sites where they stand out and provide a sense of place.

Roads are narrow but organized in continuous networks that eliminate the need for collector highways. How? Because there's more than one way to get from point A to point B. The streets are further defined by housing built up to or close to the property line. Drivers instinctively understand that they must slow down.

One of the major problems, he points out, is that "traffic engineers are the gods of urban planning." Their every effort is aimed at creating conditions in which the maximum number of cars can travel at maximum speed regardless of whether they're downtown or in the country.

However, Duany argues, "building highways is no permanent solution. The answer lies in mixed use and bringing people closer to work."

Ideally, he claims, the majority of the population should be within a 10 to 15 minute walk of the town centre. The point here is not that residents never leave their community, but that they're not *forced* to if they want to go shopping or to work and so on.

For the young and elderly, of course, such an arrangement is infinitely preferable. It allows for much more independence and freedom.

Duany also devoted much of his brilliant lecture to a discussion of what has happened to public space in suburbia. It has, he said, "become a negative." The trouble is that the public realm in suburbia — and much of the city for that matter — has been relentlessly privatized and commercialized. That which hasn't is mostly left-over land of no use to the developers.

"Where do kids go when they live in suburbs?" he asked. "The shopping mall." But he doesn't blame them. As he said, there's no where else for them to gather.

"The suburbs are filled with wasted space," he said, and he had the slides to prove it. The zoning regulations require a certain percentage of open space — usually 10 per cent — but that is satisfied simply by leaving empty areas between rows of houses. Because these spaces are not connected with either the dwellings that surround them or anything else, they become no-man's lands, unloved and unwanted.

Though Duany's ideas may sound hopelessly idealistic, they're based on common sense and empirical evidence. In addition to studying small 19th-century towns that escaped destruction, Duany and his firm have designed numerous communities, several of which are being built.

The most famous is Seaside, Fla. This much-studied and highly influential suburb on the Florida Panhandle west of Tallahassee was begun in 1980 and is still being added to. It looks like a contemporary up-date of a traditional and very picturesque Victorian town. The houses have pitched roofs, board and batten exteriors and white picket fences. Seaside's enormous popularity is an indication that the neo-traditionalism espoused by Duany et al. is an idea that's time has come.

Another Florida community designed by Duany, Polo Beach Club, near Palm Beach, is being developed by Galen Weston of Toronto. It incorporates the same ideas as Seaside and expresses them in slightly different terms. The vernacular incorporated here is less predictable and, because the (resort) enclave is an expensive one, the possibilities are more adventurously pursued.

Plans drawn up by Duany dictate the architectural vocabulary but leaves the design of each house up to the individual. Materials, over-hangs, porch widths, window types, all these elements are spelled out, but not their final configuration.

Of course, there's really nothing new about what Duany is doing. Not only are his models historic but so at this point is our disillusionment with suburbia.

Here in Toronto, the St. Lawrence Neighborhood, built during the '70s, is based on similar notions about mixing uses and income levels. The results are not as pretty, but there's no doubt this is a community that works.

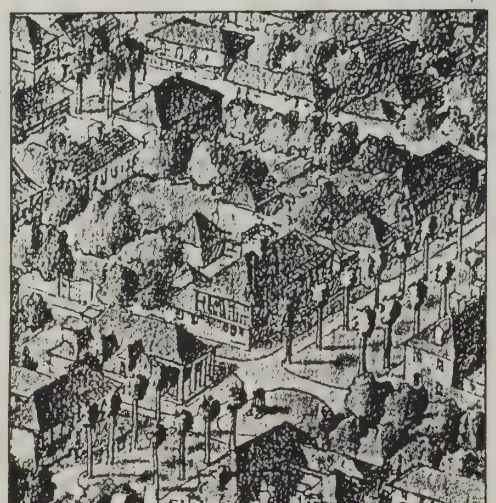
There was some irony in the spectacle of 550 professionals cheering a man who had travelled here from the United States to tell them something they should already know. But what made the lecture so compelling was the depth of research behind it.

It's always much easier to say what's successful than why. Duany's contribution is to have taken what we know to be true and explain what makes it true.

Perhaps it's all a matter of common sense. But nowadays that's anything but common, especially among developers, architects and urban planners.



TRADITIONAL LOOK: Andres Duany's suggested design for houses in Galen Weston's planned Polo Beach Club, near Palm Beach, Fla.



STREET LAYOUT: Polo Beach, Fla. community will have most streets in a traditional grid formation.

Jane Jacobs shook traditional thinking



Those who care about cities, and plan and design buildings for them, will gather in Toronto next Saturday to celebrate the 30th anniversary of the publication of a revolutionary book.

The Death And Life Of Great North American Cities, by Jane Jacobs, infused a generation of architects, planners and politicians with a radical way of looking at dense cities and how they should be made more suitable for residents and commerce.

Jacobs set the tone in the frontispiece: "The scenes that illustrate this book are all about us. For illustrations, please look closely at real cities. While you are looking, you might as well listen, linger and think about what you see."

And she let everyone know in the first sentence of her introduction what was to follow: "This book is an attack on current city planning and rebuilding."

The book was much more than that.

Jacobs never criticized in that book or those that followed, without countering "accepted views" with concrete, bold and sensible alternatives she observed from everyday experience.

Many leading architects and city planners of the day railed against the book, arguing that she did not have a degree in architecture or city planning, no university degree at all, in fact, and therefore had no right to be taken seriously.

The book soon became required reading at universities around the world, and still is. It was the cornerstone of a generation that moved into positions of power over cities.

Next Saturday's day-long anniversary party will include a Jane Jacobs exhibition at the University of Toronto's School of Architecture, a symposium at University College and dinner at Le Bistingo.

Jacobs, one of North America's truly original thinkers and hailed in a recent *Atlantic* magazine editorial as an "economics thinker," moved with her family to Toronto in 1969.

A leader of the Stop the Spadina (Expressway) movement, she was highly amused, not angered, one day to read in the newspapers that one of the proposed and suddenly revised service roads was to go right through her midtown house. Bureaucrats in Toronto and New York, where she used to live, never learned that intimidating Jacobs does no good.

Shy in large groups, she accepts few invitations to lecture but always is politely resolute about her opinions.

Two more Jacobs's books expanded her views, also in a very personal voice. *The Economy Of Cities*, 1969, compared cities to organisms and explained why some live and some "stagnate and decay."

And *Cities And The Wealth Of Nations*, 1984, argued that nations are creatures of their cities, not the other way around, as generally perceived. Nations, she insisted, become more prosperous as their cities become more productive and replace import goods on their own.

But, I admit, trying to boil down Jacobs's sharply observed, thought-provoking views in a sentence or two, risks oversimplification.

Economists, foolhardy as the architects, protested she was not qualified to have an opinion on their topic of specialty. Were they wrong!

Maybe next Saturday there also will be time to recall Jacobs's challenging views about Quebec's shift toward independence.

They are to be found in *Canadian Cities And Sovereignty Association*, the text of the five-part Massey Lectures she gave on CBC-Radio in 1979.

A fuller version was published in the United States in 1980, under the title, *The Question Of Separatism*.

Both books, as all her others, remain acutely timely and should be read by politicians on all sides of the urgent debate and everyone else concerned with Canada's future.

She outlines Norway's successful separation from Sweden. And she argues with vitality the pros and cons of specifics involved in Quebec separating from Canada.

She is not aghast by the idea, but admits that emotionally she sides with the rest of Canada.

She concludes with this sage plea:

"If we were to work out a kind of sovereignty for Quebec, and a kind of association that really does combat centralization instead of increasing it, that would be a presentable gift to the future.

"Nobody has quite done what we have to do. Sort out and keep only the connections Quebec and the rest of Canada would need to trade with each other and co-operate on projects of mutual interest, and discard the connections that would require Quebec and the rest of Canada to try to run each other's governments as well as their own.

"If we could do that, we could say what people say of the gifts they're proudest to give, 'We made it ourselves'."



PIONEER HONORED: Author Jane Jacobs will be ho ored at a special celebration next Saturday.

Let's hope Jacobs keeps talking and that movers and shakers listen



Design

Christopher Hume

It has been 30 years since Jane Jacobs's *Death And Life Of The Great American Cities* was first published, but in many ways the effects of the book are only now being felt.

Conceived as "an attack on current city planning and rebuilding," Jacobs's revolutionary tome earned her the wrath of the urban design community but made her the hero of city dwellers everywhere.

It's hardly surprising, therefore, that local architect Alan Littlewood and former mayor John Sewell decided to organize a day of celebration in her honor. The events, which start today at 2 p.m., consist of a symposium, an exhibition and a reception. The symposium, which features actor R. H. Thomson, Robert Fulford, David Crombie, Ken Greenberg, Nadine Nowland and Eb Zeidler is open to the public at a cost of $10 per person.

A Toronto resident since 1968, Jacobs, 75, is still busy studying cities, still busy writing, still busy telling the truth. Though she brings a formidable and resolutely independent intellect to whatever she does, she is above all a purveyor of common sense.

Starting off in the '50s as a writer on urban renewal for *Architectural Forum*, Jacobs gradually realized that there was a world of difference between the artists' renderings of new housing projects and the finished product.

"The artists' drawings always looked so seductive," recalled Jacobs, ensconced comfortably in her mid-town Toronto home. "But after a few years, I began to see the reality. One incident that struck me happened in Philadelphia. I had gone to see a housing development with the designer. Everything that had been there was bulldozed. Everything was new but the streets were deserted. There was no one around. Everyone was over on the other, older, street.

"So I got very suspicious of this whole thing. I pointed that out to the designer but it was absolutely uninteresting to him. How things worked didn't interest him. He wasn't concerned about its attractiveness to people. His notion was totally esthetic, divorced from everything else.

"It was a revelation to me."

Shortly afterward, an *Architectural Forum* editor introduced Jacobs to William Kirk, then head worker at an East Harlem housing project. He as much as anyone helped open her eyes even more and confirmed what deep-down she already knew.

"I went up (to East Harlem) several times," she recounts. "He would walk me around the neighborhood. It was disconnected, but it began to add up. I saw he was a real expert on city communities."

What Kirk understood that has eluded urban planners since the late 19th century when Ebenezer Howard was espousing his notion of the Garden City was that relationships are the most important elements in the successful city.

Says Jacobs: "It's not just sidewalks and streets but what's on them, where they go. Back then, planning ideology said that you separate out areas — you have areas for living, areas for shopping, areas for working ...

These basic observations became the basis of *Death And Life*. They were gained by wandering around, looking and taking notes, usually on scraps of paper and old envelopes.

"The district," she wrote, "and indeed as many of its internal parts as possible, must serve more than one primary function. These must insure the presence of people who go outdoors on different schedules and are in place, but who are able to use many facilities in common.

"Most blocks must be short; that is, streets and opportunities to turn corners must be frequent.

"The district must mingle buildings that vary in age and condition, including a good proportion of old ones so that they vary in economic yield they must produce. This mingling must be fairly close-grained.

"There must be a dense concentration of people, for whatever purpose they may be there. This includes dense concentration in the case of people who are there because of residence."

To the indoctrinated city planner, ideas like these were — and in many cases still are — heresy. Where they see chaos, Jacobs sees "organic order." And as she points out, urban planning theory from Howard and Le Corbusier down was based on hatred of the city. The latter, for instance, viewed Paris in the '20s as concentrated squalor unfit for human habitation. He proposed to tear it down and replace with avenues lined with high-rise apartments.

Eventually, however, Le Corbusier's vision was consigned to the garbage heap of history while Jacobs's kept getting stronger.

A good example — aside from today's program — occurred two weeks ago when Andres Duany, the hottest architect/urban planner in North America right now because of his Jacobin approach, came to town to lecture. He began his talk by extolling the virtues of Jacobs's classic book and asking if it was true she lived here.

"I would rather read *Death And Life Of Great American Cities* four times than four other books on urban planning once. It rings so true. It's so sophisticated, so subtly argued."

He added that because Jacobs "is a connoisseur of cities, it's a great honor she's chosen to live here."

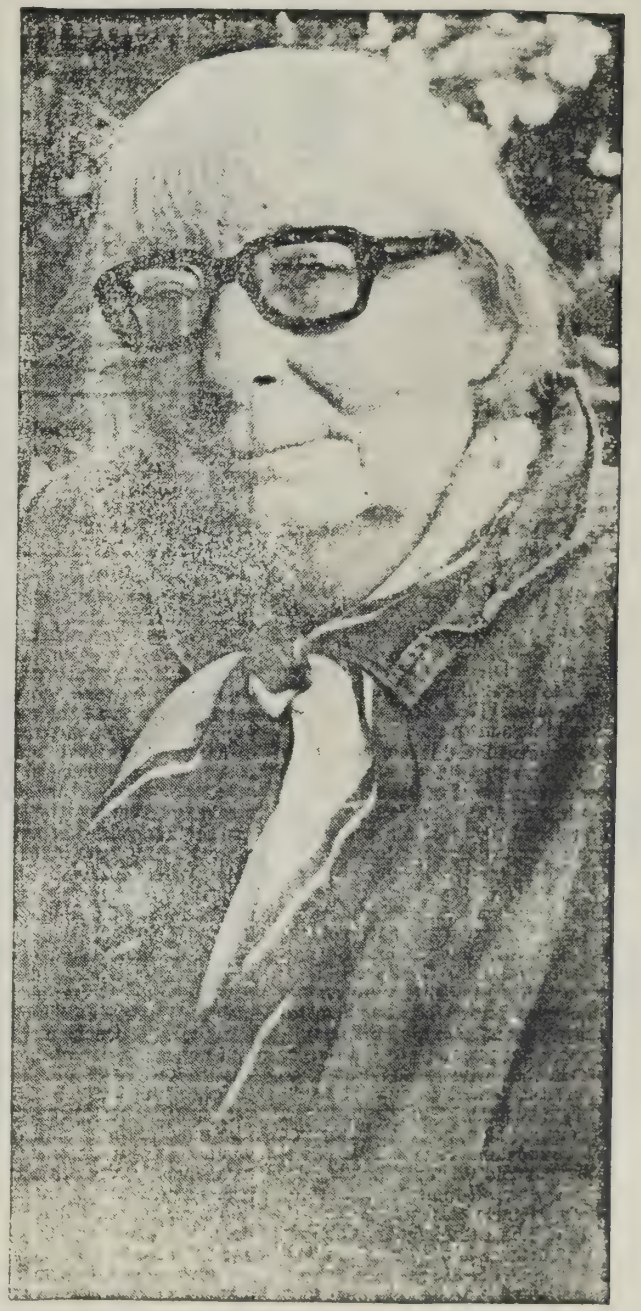
Certainly, the decision to move here 23 years ago from New York wasn't just a result of her and her family's desire to get away from the United States and its involvement in Viet Nam.

"This is my favorite city," she declares firmly. "When we arrived a large portion of downtown was parking lots. Thanks to David Crombie, Michael Dennis, his genius housing commissioner, and John Sewell, many innovative and marvellous things were done."

She cites the recent Main Street program, "a wonderful initiative" that will see affordable housing built in the small gaps on downtown streets; the St. Lawrence Neighborhood ("well planned on community principles"); and SkyDome ("Lots of people complain about it but it's innovative too. Big stadiums are usually built in the suburbs and surrounded by parking lots.")

On the other hand, Jacobs is critical of Harbourfront ("It went off the tracks with excessive development") and the massive Ataritiri housing complex ("a mess").

"It took a generation," Jacobs says, for her book to gain acceptance. Even now, old planning ideas are still around. "I don't think the politicians have learned as well as the planners and the people," she warns. "But you don't change things through current leaders, it's through the younger ones."



AUTHOR HONORED TODAY: Jane Jacobs, 75, published *The Death And Life Of Great American Cities* 30 years ago and it is as relevant today as ever.

Spec 11.9.91

No GO for Lakeshore

Ridership drop kills bus service

By DOUG LEFAIVE
The Spectator

GO TRANSIT will kill its Lakeshore bus service between Hamilton and Toronto in May to coincide with the beginning of all-day commuter train service between Burlington and Union Station.

But GO Transit spokesman Tom Henry says the frequent express bus service along the Queen Elizabeth Way between Hamilton and Toronto's Bay Street bus terminal will remain unchanged.

He added passengers who now rely on the Lakeshore service to travel between Hamilton, Burlington, Oakville and Mississauga will be able to find alternate bus service between those centres.

Travellers will have to switch to a combination of municipal transit services, so they can still make the trip, but "it will be different colored buses."

Mr. Henry added the decision to kill the Lakeshore service, which will save GO Transit $1.5 million, wasn't "done in isolation from the municipalities" who are already co-ordinating their services

Ridership on the Lakeshore route has plummetted 56 per cent from 3,000 passengers daily in 1979 to just 1,300 a day now.

As well, "we find that very, very few people are using it for what GO's mandate is — the longer run, the inter-regional ride."

Municipal and regional transit companies traditionally service the shorter routes, he said.

Burlington now has three GO trains travelling each way five days a week. But in May it too will have the all-day train service which now ends in Oakville.

Meanwhile, the timetable for improved GO train service to downtown Hamilton depends on whether Environment Minister Ruth Grier decides to order public hearings into the $120-million plan.

The project, which has already passed an environmental assessment, calls for extensive repairs of the rail lines into Hamilton and the refurbishing of the old TH&B station on Hunter Street.

Six demands for public hearings, which if granted could delay the project for several months, were received by the ministry earlier this year.

GO to axe Lakeshore bus route next year

T.O STAR

Spec 10.9.91

By Donovan Vincent
TORONTO STAR

GO Transit plans to cancel its hourly Lakeshore bus route from the Bay St. terminal to downtown Hamilton next year.

However, the frequent express bus service along the Queen Elizabeth Way between Hamilton and Toronto will not change.

The Lakeshore buses, which stop in Mississauga, Oakville and Burlington, have suffered a drop in ridership of 56 per cent from 3,000 riders a day in 1979 to 1,300 daily now, GO chairperson Lou Parsons said.

More people are now riding the GO Train from Toronto to Oakville, which runs every 20 minutes during rush hours and hourly at other times, Parsons said yesterday. Those continuing to Hamilton must then catch a bus.

"It's much quicker to take the train from any of the stops along the Lakeshore," he said, adding that the 21 GO buses used for the hourly route have been running virtually empty.

The 21 buses now used in the Lakeshore route will be sent to other parts of the GO system where ridership is higher, such as Richmond Hill, Milton, or Oshawa, Parsons said. No jobs will be lost.

GO Transit is killing the route next May, the same time that it plans to extend its train service from Toronto to Burlington.

Local travel habits topic of poll

DURING THE next two weeks, more than 3,000 households in Hamilton-Wentworth will be questioned about travel habits and preferences.

It's part of a transportation survey commissioned by the province and local governments in the Greater Toronto Area.

Results will be used to help determine transportation needs in an area expected to have a population of 6 million within 20 years.

In addition to Hamilton-Wentworth and Metropolitan Toronto, the survey will also randomly canvass households in Durham, Halton, Peel and York.

Conducted by the University of Toronto's Data Management Group, the 10-minute, telephone interviews (available in English, French, Italian, Portuguese and Cantonese) will be conducted between 5 and 9.45 p.m. weekdays and between 10 a.m. and 5 p.m. on Saturday.

Respondents, who will initially be notified by letter, will be queried about the number and nature of trips taken the previous weekday. All information will be confidential.

A similar survey conducted in 1986 was used to help plan expansion of rapid transit and Highway 401 and the development of Highway 407.

Among other things, the survey revealed that 31 per cent of households in Hamilton-Wentworth had two vehicles and nearly three-quarters (72 per cent) of all trips between 6 and 9 a.m. were made by car. Only 15 per cent of the morning trips were by bus.

Called Sept 11/91

Ontario

NEW PLANNING FOR ONTARIO

Commission on Planning and Development Reform in Ontario

NOTICE

The Commission was appointed by the Minister of Municipal Affairs on June 12, 1991. It will report and make recommendations within two years on questions related to the land use planning process including: planning goals; the relationship of public and private interests in planning; and environmental, agricultural and related considerations.

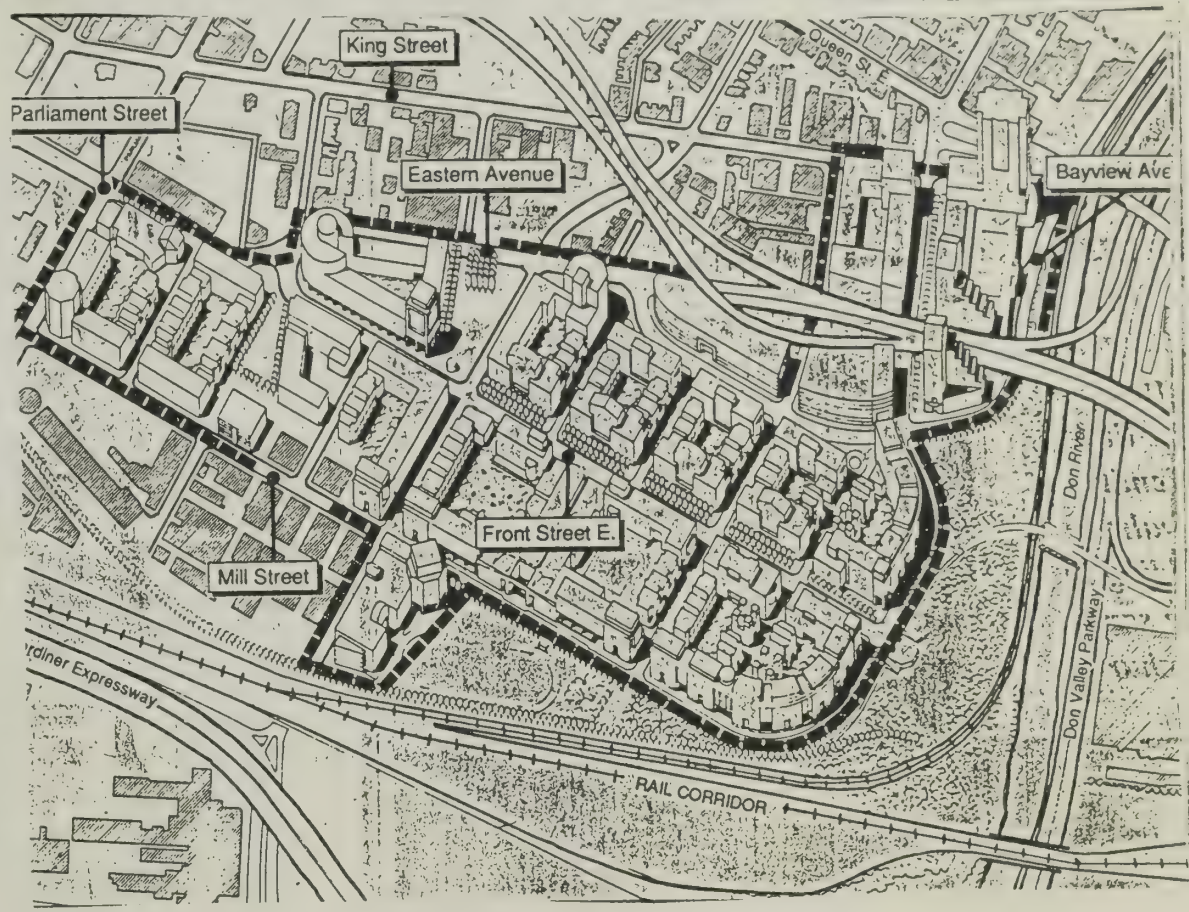
The Commission is now fully active. To receive further information about the Commission's mandate and proposed work-plan, please contact us at:

Suite 2205, 180 Dundas Street West
Toronto M5G 1Z8
Telephone: (416) 325-8734 Fax: (416) 325-8739

John Sewell, Chair
George Penfold, Commissioner
Toby Vigod, Commissioner

Calling Baron Haussmann

BY LEE JACOBSON
Special to The Globe and Mail



How do you renovate a city? If you are Napoleon III in 1853 and want to transform Paris, you hire Baron Haussmann and make him accountable only to the emperor. Then you sit back and watch the construction of broad boulevards, large public parks and the sewers needed to service all of this development.

If you are working in a "democratic" society at the end of the 20th century the process is not quite so simple. This is what the City of Toronto is finding out as it tries to move the beleaguered Ataratiri project from the drawing board to reality.

A recent public forum held by the Toronto Society of Architects, aptly titled *Ataratiri: Dead or Alive?*, brought together experts and critics to speak about the realities of attempting to renovate a city in 1991. The forum's message was that the mechanism for implementing projects such as Ataratiri needs to be freed from election cycles and the bureaucracy.

The Ataratiri project was initiated in July, 1988, as a co-operative venture by the Province of Ontario and the City of Toronto. Responding to a residential market spiralling out of the reach of major segments of the population, Ataratiri was a bold idea: build a neighbourhood that would provide affordable housing for 14,000 people on 80 acres of mostly derelict, flood-prone industrial land. Two worthwhile ends would be served at once: affordable housing would be built and the southeast corner of downtown Toronto would be cleaned up.

To help develop the plans for the neighbourhood, the city enlisted input from some of Toronto's leading urban designers and architects. They considered issues ranging from the ideal street and block size to the types and locations of community facilities, parks and retail uses.

Their models were the successes and failures of urban development in Toronto and other cities. For instance, unlike St. Jamestown and Regent Park, the streets in Ataratiri will connect with local streets, so that the new neighbourhood is not isolated from the city. These streets will be similar to others throughout the city — some will be regional or arterial in character, with more traffic and development, and some will be "family" streets, reflecting a more residential character.

At the St. Lawrence and Bathurst Quay neighbourhoods, buildings serve as buffers against traffic noise from the Gardiner Expressway. Learning from this lesson, at Ataratiri a major public park and commercial buildings will buffer noise from the Don Valley Parkway and the nearby railway tracks.

To encourage architectural diversity, the building sites will be kept small (one architect won't have control over a huge site).

In most cases, buildings will come right up to the sidewalk, avoiding the large setbacks and empty plazas that in other developments create no-man's lands.

Finally, community services, shops and parks will be built along with the housing, instead of coming after as so often happens in urban developments.

The resulting urban-design plan, presented on Sept. 19 by architect Michael Kirkland, whose firm the Kirkland Partnership developed the site plan, is impressive. Even Brian Sprately of the Urban Development Institute, an organization representing property developers, had to admit that the "urban-design plan is excellent."

But excellent design cannot happen without innovative management. Building Ataratiri — or for that matter any large public project — requires more than an excellent plan. What's needed is a mechanism to get that plan built, and here Ataratiri seems to be in trouble.

Ataratiri was conceived in a rare moment of co-operation between the provincial government and the City of Toronto. But ministers and governments have changed since the idea was conceived. Without any strong leadership from above, there is no impetus for the civil service to move the project forward.

The city estimates that the resulting delays cost the taxpayer $60,000 a day in interest charges — the perfect political football for elected officials.

Yet it is clear that projects such as Ataratiri are unlikely to be undertaken by the private sector without public participation. Says Kirkland: "We don't see a lineup of private developers waiting to develop derelict industrial land."

Ataratiri is too large, too important and too time-sensitive to undertake in the traditional manner. There are solutions to all these issues, but they will be found only by a body empowered to cut across partisan politics and bureaucracy. Where is Baron Haussmann when we need him?

Lee Jacobson is a Toronto-based design-industry consultant.

Source: Globe + Mail Sept 26 '91

The Globe and Mail, Thursday, September 5, 1991

Idea for street mall sparks controversy

OTTAWA



ROSS HOWARD

CRITICS hit the mark last week in suggesting the next best use for the city's showpiece promenade is to rent it out to movie producers as a set for a ghost-town scene.

The suggestion was meant to spur the governments that share responsibility for the Sparks Street mall into designating the pedestrian thoroughfare a tourist zone, to allow Sunday and holiday business.

The mall already serves as a filming location on a regular basis. Almost nightly, television reporters from the National Press Building, which also abuts Sparks Street, do their stand-up reports from the mall. There are the empty windows of stores as a backdrop for stories about the recession, looming stone columns and huge shuttered doors of banks for reports on interest rates, a spluttering fountain for frightening environmental stories.

Especially in winter, the snow falling around a lone television reporter speaking from the deserted avenue adds dramatic visual effect to reports on the Constitution.

The mall runs four city blocks through the centre of Ottawa, one block south of Parliament Hill, and was considered a masterstroke of urban planning 25 years ago. But it runs parallel to Parliament Hill rather than serving as a connector; one end approaches a precipice overlooking empty land and the other leads to the National War Memorial. In between is a mixture of century-old and modern buildings, more and more of which are empty at street level.

Like with many North American cities, Ottawa's downtown turns into deserted concrete canyons every night after the office-tower people head home to the suburbs. The Sparks Street mall is a particularly bleak gulch after dark because there are fewer and fewer stores, restaurants or other retail outlets to give anyone cause to linger.

When the weather is good, there are 90 minutes every weekday in summer when thousands of civil servants from nearby office towers crowd the mall for their post-lunch perambulations. The bureaucrats, however, do most of their shopping elsewhere, closer to home.

Twenty stores in the four blocks are vacant; about 50 retail operations still are in business. Although some, such as bookstores, novelty shops and restaurants, might be called tourist attractions, it is unclear why Ottawa tourists — or locals either — would flock to the mall. Storefronts plastered with big "For Lease" signs, skateboarders using the potted plants as an obstacle course and dreary canned music cannot compete with the Market area only a 10-minute walk away. Dining, drinking, dancing and other diversions have made that the most vibrant part of the city.

John Schioler, who heads a merchants group pressing for wide-open weekends, says changes are desperately needed to draw enough crowds to keep the remaining outlets from bankruptcy or relocation.

The emptiness of Sparks Street, however, may be a perpetual reflection of Ottawa realities. The street is chock-a-block with competing jurisdictions and owners: private landowners, the local municipality, the federal government's National Capital Commission and the federal Department of Public Works among them.

The federal government owns 70 per cent of the street. Tenants were evicted from several federal buildings as much as three years ago in anticipation of renovations that still have not been seen. The Bank of Nova Scotia building, a federally owned heritage property, has been empty for five years. But should the federal government be concerned about what takes place on the mall after bureaucrats' working hours? And at whose expense?

URBAN/MUNICIPAL
CA4 ON HBL A05
CSIP4C

capic

CENTRAL AREA PLAN IMPLEMENTATION COMMITTEE

a Subcommittee of the Planning and Development Committee

c/o CITY HALL, 71 MAIN STREET WEST, HAMILTON, ONTARIO, L8N 3T4

NOTICE OF MEETING AND AGENDA

DATE: **December 13, 1991**

TIME: **9:00 a.m.**

PLACE: **Room 233, City Hall**

URBAN Mun
DEC 10 199
GO

AGENDA

1. Chairperson's Remarks
2. Members Reports
3. Minutes of Meeting held November 8, 1991
4. Minutes of Special Meeting on Public Participation held September 27, 1991
5. Presentation on the Hamilton Strategic Plan (Keith Extance)
6. Public Participation
   a) Report of the Public Participation Sub-Committee
   b) Community Development in Neighbourhood Planning
7. Background on the Sewell Commission (Mary Lou Tanner)
8. Other Business
9. Adjournment

Coordinator

Mary Lou Tanner 546-4148

URBAN/MUNICIPAL
CA4 ON HBL A05
CSIP4C

capic

CENTRAL AREA PLAN IMPLEMENTATION COMMITTEE

a Subcommittee of the Planning and Development Committee

c/o CITY HALL, 71 MAIN STREET WEST, HAMILTON, ONTARIO, L8N 3T4

NOTICE OF MEETING AND AGENDA

DATE: **December 13, 1991**

TIME: **9:00 a.m.**

PLACE: **Room 233, City Hall**

URBAN MUNICIPAL
DEC 10 199
GO

AGENDA

1. Chairperson's Remarks
2. Members Reports
3. Minutes of Meeting held November 8, 1991
4. Minutes of Special Meeting on Public Participation held September 27, 1991
5. Presentation on the Hamilton Strategic Plan (Keith Extance)
6. Public Participation
   a) Report of the Public Participation Sub-Committee
   b) Community Development in Neighbourhood Planning
7. Background on the Sewell Commission (Mary Lou Tanner)
8. Other Business
9. Adjournment

Coordinator

Mary Lou Tanner 546-4148

capic

3

CENTRAL AREA PLAN IMPLEMENTATION COMMITTEE

a Subcommittee of the Planning and Development Committee

c/o CITY HALL, 71 MAIN STREET WEST, HAMILTON, ONTARIO, L8N 3T4

MINUTES

CENTRAL AREA PLAN IMPLEMENTATION COMMITTEE

City Hall, Room 233

Friday November 8, 1991

MEMBERS ATTENDING

Charles Forsyth - Chairperson	Citizen Member
Russell Elman - Vice Chairperson	Durand Neighbourhood Association
Alderman McCulloch	Alderman Ward 2
Gil Simmons	North End Neighbourhoods
John Nolan	Past Vice-Chairperson
Gerry Kennedy	Hamilton Real Estate Board
Mary Pocius	International Village BIA
Art Lomax	Hamilton Automobile Club
John Eyles	McMaster University
Kay Nolan	Separate School Board
Anne Stewart	Hamilton Board of Education
Bruce Rankin	Hamilton Society of Architects

REGRETS

Bob Sutton	Hamilton and District Labour Council
Helen Nemeth	Beasley Neighbourhood
Don Cole	Chamber of Commerce
Ozzie Ferguson	United Senior Citizens of Ontario
Gabriel Etele	Downtown BIA
Gloria DeSantis	Social Planning and Research Council
Ann Redish	Niagara Escarpment Commission

STAFF AND OTHERS

Bill Janssen (Co-ordinator)	Local Planning
Caroline Floroff	Local Planning
Mary Lou Tanner	Local Planning
Joe Gravina (Secretary)	Local Planning
Vladimir Matus	Local Planning
David Godley	Regional Planning
Norm Ragetlie	Regional Planning
Bob Chrystian	Public Works
Sylvia Renshaw	Economic Development
Jeff Brookfield	Hamilton Harbour Commission
Keith Rogers	Remedial Action Plan
Karl Shaffer	Remedial Action Plan
Kenneth Hall	Remedial Action Plan
Mark Sproule Jones	Remedial Action Plan
Jim Drake	Beasley Neighbourhood Resident

Chairperson's Remarks

1. Charles Forsyth called the meeting to order at 9:00 a.m. and asked the members to introduce themselves.

Members Reports

2. Russell Elman notified the Committee of the following:

   - there will no longer be left turns at Markland Rd. from James Mountain Rd. (from 7:00 a.m. to 9:00 p.m., Monday to Friday).
   - there will no longer be right turns at Aberdeen Ave. from Beckett Dr.
   - James Mountain Rd. will be one way up from 2:50 p.m. to 6:10 p.m.
   - 105 Aberdeen has been preserved and it now is in single family ownership.

4. Sylvia Renshaw reported that the review of the Economic Development Department will be completed in the first quarter of 1992.

5. Mary Pocius reported that a print shop, clothing store and insurance broker have located in International Village and a travel agency and variety store have closed.

6. Gil Simmons introduced Mark Sproule Jones, Keith Roger and Karl Shaffer from RAP to the Committee.

7. John Eyles informed the Committee that a new working group has been formed to review health and environmental issues.

8. Gerry Kennedy reported that the Desantis Courtyard development at Main St. and Hughson St. is doing very well and have established secure pre-sale.

9. Charles Forsyth asked the committee to jot down pros and cons regarding the Central Area. He also informed the Committee that he would attempt to obtain a copy of the CBC broadcast on Main Streets.

Minutes from the Previous Meeting

10. Kay Nolan moved that "drinking" be added before the word "fountain" in item 5 of the minutes of June 14, 1991. The minutes were approved as amended. Moved by Gil Simmons, seconded by John Eyles, carried.

Remedial Action Plan

11. Karl Shaffer gave a presentation on the Remedial Action Plan. He went on to state the following:

    a) Hamilton Harbour has been recognized by the International Joint Commission as an area of concern.

b) RAP deals with such things as:

i) removal of contaminated sediment;

ii) restriction of fish consumption;

iii) restoration and sustainment of beneficial uses;

iv) integration of land, water and air with regard to social, economic and environmental issues;

v) enhancement of access to the harbour;

vi) maintenance of green corridors;

vii) development of fish and wildlife area;

c) The remedial Action Plan is not a Government Report. It is a comprehensive but general report from the Public Advisory Committee which includes:

- a series of specific actions;
- what can and cannot be done;
- what the potential costs are.

12. Keith Rogers stated that the program's full potential would not be realized until the contaminated sediment is dealt with.

13. Mark Sproule Jones told the Committee that two new bodies have been formed. The Bay Area Restoration Council (BARC) who are a coalition of stakeholders performing an educational function and the Bay Area Implementation Team (BAIT) which is comprised of intergovernmental bodies. He introduced Kenneth Hall, who is the Executive Director of the Bay Area Restoration Council.

14. Kenneth Hall informed the Committee that public presentation of RAP's Stage 2 report will commence in January 1992 and that the report would then go to the Canada - Ontario Agreement Board (COA) before going to the IJC for approval.

15. Charles Forsyth asked for the committee's input on how CAPIC could appropriately initiate the issues and actions of RAP. The following suggestions were offered:

- CAPIC should write a letter to the IJC via the City and Region stating that there are wider implications.

- the neighbourhood associations should write to the IJC, not CAPIC;

- it was agreed that the individual groups, not CAPIC, would make submissions;

16. Keith Rogers stated that the Plan would probably not be approved unless some commitment from various municipalities is shown.

17. John Nolan asked what mechanisms would be used to inform public of the Plan.

18. Keith Rogers replied that there are various ways including open houses, a call in line, public meetings, newspaper and radio.

19. Ken Hall stated that BARC is mandated to inform the stakeholders of the MOE's point of view. The stakeholders could then take input, review and if necessary revise the recommendations.

20. John Nolan asked if the Plan addresses cost impacts on the taxpayers. He was concerned that the plan outline appropriate strategies for funding e.g. extra cost for water use that would be tied to clean-up.

21. Keith Rogers assured the committee that the Plan does address those concerns.

Watershed Planning

22. Norm Ragetlie provided the committee with an update on the Crombie Commission and the Phase One Report for Regional Watershed Planning. He stated that the Region had undertaken a consultation process and were analyzing the outcome to determine the Regional role, possible processes and projects, and their ultimate goals which would be outlined in the report.

23. It was suggested that increased public input be a priority in the process. Norm Ragetlie told the Committee that this would be taken into consideration.

24. Russel Elman suggested that the Watershed Plan should not be finalized until the Crombie report is completed.

25. Norm Ragetlie replied that there was no need to delay because the guiding principles of watershed planning are being followed.

26. Sylvia Renshaw stated that ongoing Regional work was underway with the Watershed Plan, the Regional Official Plan Review and the Economic Strategy Review.

Harbour Planning Issues

27. Caroline Floroff presented the committee with an update on Harbour related planning issues. The following points were raised:

- O.P.A. #66 (The Central Area Plan) is at the OMB, awaiting a hearing date to be set;

- a meeting was held with the Harbour Commissioners on September 16, 1991 in efforts to resolve their objections with O.P.A. #66 and other matters before the Board. A further meeting is scheduled for November 15, 1991;

- there are plans to repeal O.P.A. #62 (Hamilton Beach Neighbourhood) in January 1992 in favour of a new O.P.A. which will be more detailed to reflect the Hamilton Beach Draft Neighbourhood Plan; there is also a Regional Official Plan Amendment for the Hamilton Beach Neighbourhood;

- O.P.A. #80 (Major 5 Year Review) is pending at the Region. The Ministry of Natural Resources concerns are not yet resolved;

- there are common concerns raised by the Harbour Commissioners in all these O.P.A.'s and the Board would like to see them all dealt with before a hearing date is set;

28. Jeff Brookfield gave a presentation on the Harbour Commissions concerns and plans in the Central Area. The following points were raised:

- the Harbour Commission is committed to public access and will co-ordinate initiatives to remove barriers and relocate fences and large facilities;

- initiatives must be consistant with Port Master Plan and the Commission's long range plans;

- Harbour access must be included as part of the improvement program;

29. John Nolan said that the Harbour Commission should take immediate action to improve public access, e.g. removal of fences along Guise St. and removal of the sign at Pier 8 prohibiting access at certain times since it is now open to the public.

Other Business

30. Gil Simmons talked about bench design and the need for more benches.

31. Russell Elman ask that a list of programs, which provide benches be brought to the next meeting.

ACTION: Joe Gravina

32. Gil Simmons gave the Committee some background information on the H.M.C.S. Star property.

33. The meeting adjourned.

J.G.:ns
CAPIC.MIN

4

THE REGIONAL MUNICIPALITY OF HAMILTON-WENTWORTH

Planning and Development Department
71 Main Street West, Hamilton, Ontario L8N 3T4
(416) 546-4221 Fax (416) 546-4202
TDD-546-2448

Refer to File No.
Attention of
Your file No.

MINUTES

Special Meeting of

CENTRAL AREA PLAN IMPLEMENTATION COMMITTEE

Hamilton Public Library

Room 215

Friday, September 27, 1991

MEMBERS ATTENDING

Charles Forsyth - Chairperson	Citizen Member
Russell Elman - Vice Chairperson	Durand Neighbourhood Association
Alderman McCulloch	Alderman Ward 2
Gil Simmons	North End Neighbourhoods
Ozzie Ferguson	United Senior Citizens of Ontario
Gerry Kennedy	Hamilton Real Estate Board
Art Lomax	Hamilton Automobile Club
John Eyles	McMaster University
Kay Nolan	Separate School Board
Bob Sutton	Hamilton and District Labour Council
Helen Nemeth	Beasley Neighbourhood
Mary Pocius	International Village BIA
Maggie Fischbuch	Citizen Member
Mike Pennock (For Gloria DeSantis)	Social Planning and Research Council

REGRETS

Anne Stewart	Hamilton Board of Education
Bruce Rankin	Hamilton Society of Architects
Gabriel Etele	Downtown BIA
John Nolan	Past Vice-Chairperson

STAFF AND OTHERS

Sheila Glazer	City of Toronto Planning Department
David Godley (Co-ordinator)	Local Planning
Mary Domagala (Secretary)	Local Planning

Bill Janssen	Local Planning
Vladimir Matus	Local Planning
Vanessa Grupe	Local Planning
Sylvia Renshaw	Economic Development
Hazel Milsome	Community Renewal
Beth Hovius	Hamilton Public Library
Krystyna Zeglinska	Hamilton Public Library
Karen Cooper	Hamilton Public Library
David Beland	Citizens for Citizens
Eric Campbell	Citizens for Citizens
Lois Brown	Citizens for Citizens
Chuck Renaud	Kirkendall Neighbourhood Association
Wanda Crouse	Kirkendall Neighbourhood Association
Bob Jaggard	Hamilton Beach Preservation Committee
John Norris	Hamilton Parks Foundation
Joe Macaluso	Central/Beasley Pride Committee
Jim Drake	Central/Beasley Pride Committee
Don Jaffery	Social Planning and Research Council
Richard Franz	Ministry of Housing
Barbara Zaconi	Beasley Citizen

1. Chairperson's Remarks

1. Charles Forsyth welcomed everybody to this special meeting of CAPIC on Public Participation. Introductions were made. Charles mentioned that there was some CAPIC business to tend to prior to beginning the Public Participation component.

2. Members' Reports

2. Mary Pocius noted the opening of Theatre Aquarius.

3. CAPIC Business

3. It was moved by Mary Pocius and seconded by John Eyles:

That the Central Area Plan Implementation Committee (CAPIC) go on record as supporting closure of parts of Elgin and Kelly Streets in connection with the development of a park in the Beasley Neighbourhood for the following reasons:

A) The Park is in accord with the principles and objectives of the Central Area Plan;

B) The park as proposed, will assist desirable pedestrian flows from the neighbourhood into the downtown; and,

C) The park as proposed will be a positive element in future redevelopments in the Ferguson area and in the Carter-C.N.R. land areas to the north of Cannon Street.

CAPIC also affirms support for the proposed land area and design of the park, including frontage of Cannon Street.

4. Following discussion on the subject, the motion was carried.

5. It was moved by Gil Simmons and seconded by Maggie Fischbuch:

That the Central Area Plan Implementation Committee (CAPIC) support the formation of a "Stakeholders" Committee, including property owners or their planning representatives to identify planning and design issues relating to the "Carter-C.N.R. lands" proposed for residential redevelopment; and,

That CAPIC support participation of CAPIC representatives in this process, intended to resolve design and related issues on a consensual basis, and in such a way as to integrate the new developments into the Beasley Neighbourhood.

Following discussion, the motion was carried.

ACTION: An advisory committee with the above representation was formed by the Planning and Development Committee on July 18, 1991.

4. Public Participation - Early Morning Session

6. Charles Forsyth began the session with opening remarks. He explained that the public participation policies of the Central Area Plan are critical and that CAPIC needs to consult with community groups when considering implementation. Charles welcomed all community groups and turned the floor over to Alderman McCulloch.

7. Alderman McCulloch welcomed everybody and discussed the importance of public participation. He provided an overview of the issues to be tackled during the day. Alderman McCulloch noted Hamilton's leading role in neighbourhood planning in the past and the national recognition awarded to the City due to the initiation of the neighbourhood planning process.

Alderman McCulloch introduced Sheila Glazer, the first speaker, and provided an overview of her background.

8. Sheila Glazer spoke on the subject of "Public Participation - Everybody Wins." She drew on the experiences in the Cities of Hamilton, Ottawa and Toronto. She finished up with the rhetorical question 'Who are we planning for anyway'. A detailed summary of her talk is attached.

9. Mike Pennock commented that what happened to Toronto in the 1980's (i.e. over-intensive development) is not desirable. Strong neighbourhood associations are needed to counter balance these forces.

10. Sheila Glazer noted that planning philosophy is to bring people to live in the downtown to be closer to workplaces. However, this must be thought out carefully so as not to create a "Harbourfront" situation where there are no schools, community centres and other needed services and facilities.

11. John Eyles posed three questions:

    a) Are citizen working groups overused?;

    b) Has Sheila, through her experiences, tried to involve the "silent majority"?; and,

    c) How does one deal with the notion of "several publics"?.

12. Sheila responded to each question respectively:

    a) Working with citizens' groups often means helping people to stop change. This presents a dilemma for planners especially on issues such as affordable housing;

    b) The people of the "silent majority" have to be sought out in general; and,

    c) there are often several publics competing in each neighbourhood. Therefore, it is important to bring all interests together in working committees. Education is one role for this type of committee, and bringing about an understanding of an overall theme or objectives is another. There has to be a real commitment to work together.

13. Gil Simmons asked about techniques to reach out to neighbourhoods which are not economically well off.

14. Sheila Glazer replied that more community development is required which is not necessarily tied to planning but to enabling people to help themselves. It entails a slow building of good relationships and reaching out to people where they are (e.g. churches).

15. Gil Simmons expressed concern faith be maintained between community groups and City Hall.

16. Sheila Glazer stressed that building good relationships is a must. Also, it is important to consider what types of expectations are being raised amongst the community.

17. Maggie Fischbuch noted that often timing of reports deters public input into decisions. How can City staff and politicians be encouraged to build in more public participation at the outset? The notion of effectiveness versus efficiency arises.

18. Sheila Glazer noted that often when there's enough opposition to a proposal it will be deferred. There is a need for political will and planners influence. In addition, "early warning" techniques can be used to inform the public about upcoming proposals which will be considered.

19. Mary Pocius expressed concern over the Community Development Department being in Public Works as opposed to Planning. Sheila Glazer responded that this was a good place since they can carry out work efficiently. She did not see the 'social' community development being undertaken by this Department.

20. Chuck Renaud described how the Kirkendall residents came together because of a proposal in the neighbourhood. He mentioned that neighbourhood associations want to provide input into the planning process at the outset. They do not want to be put into a position where they must attack or defend a proposal and consequently must change the mind of planners.

21. Sheila Glazer responded that it is important to have appropriate structures at City Hall. Also, it is important for the public to know how the statutes and processes work. It is also necessary for City Hall to put out early warnings. For example, in Ottawa there was a "City Hall" page which alerted citizens as to what was happening.

22. Sheila Glazer noted that at citizen committee meetings formal voting is not allowed. The goal of the meetings is to become informed together, work together and gain understanding of each other's viewpoints.

23. Vladimir Matus made reference to the notion of "top-down" planning. He stated that planners do not plan from the top, down but instead their role has become one of accommodating a variety of pressures as various development applications are presented.

24. Mary Pocius stated that input needs to be shifted to the outset of the process from the "back-end".

25. John Eyles stressed the importance of educating planners that the public is important. He also noted that the local politicians are an important resource to facilitate citizen meetings.

26. Art Lomax indicated that top-down planning is over-simplified. The people at the "top" must be aware of what the direction of the "bottom" is.

27. Charles Forsyth re-inforced that the people at the top must welcome ideas from the "bottom". He said there should be a professional will to support participation and that the notion of 'expertise' should not get in the way.

28. Arthur Lomax said that the things should be viewed as a system where everything relates. The people at the top understand the over-all picture whereas the neighbourhood groups view issues in more detail and perhaps more narrowly.

29. Charles Forsyth asked how Sheila sees the role of a planner who works in neighbourhoods.

30. Sheila Glazer responded that neighbourhood planners are expected to take on the role of mediators.

31. Chuck Renaud stated the need for a "people symposium" in Hamilton where the public would develop a vision for the City which can only be altered by going back to a planning process. He expressed concerns that we are getting away from planning. The City should also encourage the establishment of a list of neighbourhood associations and an executive of presidents and vice-presidents of those associations.

32. Maggie Fischbuch spoke of the difficulties inherent in the role of planners as experts. The communities must learn that they may have to live with "the mess" because there may not be any "magical expertise" to address certain problems. The solution has to arrive through a participatory process that's not necessarily neat and clean. She also stressed that it is important for all stakeholders to take part in the planning process.

33. Charles Forsyth stated that there are more publics in the neighbourhood than it appears. With respect to "mess", it leads to chaos which leads to opportunity. He spoke of Community Development Corporations in the United States and the lack of partnerships and corporations in Canada. Without action, theory is useless.

5. Community Group Presentations and Discussions

34. David Beland of Citizens for Citizens, Ward 3, noted that his group is organized on a committee structure, which he recommends, with a chairperson, secretary, minutes and files. He said there should be open, two way communication between the neighbourhood and the Planning Department, rather than confrontation. He felt that neighbourhood groups need to have a wide mandate, rather than being single issue, so that they continue on. He noted future issues within his area, such as parking, downzoning of commercial to allow affordable housing, and his hope for a neighbourhood plan review.

35. Gil Simmons said that the North End had neighbourhood plans prepared in 1973 and in 1983. The proposed plans for the area were prepared but never approved.

36. Bob Jaggard, the president of the Beach Preservation Committee, said that he considered the proposed neighbourhood plan for Hamilton Beach and the upcoming public meeting to be a success story. He noted the controversy about the lakefront walkway, and the Crombie Commission on the Toronto Waterfront's reference to such walkways in adjacent municipalities. He felt there was a need for the Beach Advisory Committee to remain in place following the approval of the Plan to ensure its implementation and continued success.

37. Jim Drake, of the Beasley Neighbourhood, said that there was no official neighbourhood association at the moment, except for three active citizens, and he was seeking information on how to organize such a group. He noted the involvement of residents in his area in the Central/Beasley PRIDE program, which is being undertaken through the Community Renewal Division. He noted that the process involves many political issues, and an advisory committee which includes many non-residents, such as members of social service agencies.

He also noted the Carter Square development proposal in the Beasley neighbourhood, to the east and west of Ferguson Avenue, between Barton and Cannon Streets. This may involve up to 1,600 new dwelling units and 7 high rise buildings. He expressed major concern about this

development, due to the existing socio-economic makeup of the neighbourhood.

Comments by others present included the following:

- Sheila Glazer said that in Toronto there would be a major public input for such a significant development, including a mini neighbourhood plan review and design guidelines.
- It was suggested that public input is expected to be most effective prior to the submission of the anticipated zoning application and developers should be obliged to be part of the process.
- The process for a full neighbourhood plan review will be underway by the end of 1991.

38. Wanda Crouse, of the Kirkendall Neighbourhood Association, said that her group was formed and grew to 100 members in 4 months. The association was established in response to a proposed development on the Lapp property (west of Beddoe Drive, within the Chedoke Golf Course, a 13 acre site on which 317 townhouses and apartments have been proposed). The membership includes primarily residents in the immediate vicinity of the proposal, and they have been unable to get much interest from residents in the major portion of the neighbourhood. She felt that if there had not been about 100 residents voicing concerns at a public meeting, that the City might have approved this major residential development, which they feel they learned about late in the process.

She expressed concerns about the process by which the development was made known to the public. She also noted that the residents would not readily have the funds necessary to fight the development at the OMB, which possibly would cost $15,000 to $20,000. She expressed interest in forming a committee with all the neighbourhood associations belonging.

Charles Forsyth suggested that there should be a pamphlet provided by City Hall, indicating the process and different routes such as appealing a development to the OMB.

ACTION: Such pamphlets are already available from the Planning Department.

39. Russell Elman, of the Durand Neighbourhood Association, noted the 20 year history of this organization. He said that the City has information brochures on the process, as discussed just prior to his remarks, but he feels that these are not sufficiently collated and could be better. He noted that for Durand, as for other groups, it is still necessary to ensure that the group is broad based rather than having a narrow single issue focus. The question is how to be one step ahead of the process, or at least on the same level as the decision makers, so that constantly seeking information is important. He noted newsletters, pamphlets and forums as useful approaches for exchanging information.

6. Community Development in the U.S. - Richard Franz, Ministry of Housing

40. Richard Franz noted that in his work with the Housing Advocacy Branch, in the role of advancing affordable housing, and in his previous work in the southwest side of Chicago he has had to overcome obstacles, foster partnership and reveal non-planning issues. He sees three concepts, namely partnership, consultation and community development, as being important to public participation.

41. In terms of partnership, he noted several examples from past practices and U.S. experience, including:
- tax benefits and transfer payments received by developers in the past.
- inclusionary zoning practices, to promote affordable housing through builder subsidy, whereby they must build both low end and top end units.
- the Enterprise Foundation, in which funds donated by developers were invested in housing.
- church based programs and municipal pension funds used to subsidize low income housing.
- these involve elements of altruism and pragmatism.

He also noted that citizen groups must set reasonable goals, and accept ebbs and flows in membership. Most residents don't have a lot of time to spend on planning issues, but they want to see results for their time. He recommended interviewing prospective members concerning their aspirations and perceptions of the issues, and the use of a staff person.

42. Regarding consultation, he noted that decision making is not always a shared role, although it may look like it. Citizens make their decisions at election time. With no harmony of common interests, pressure politics results. It is useful to bring together many people around the issue, to obtain many points of view and concerns prior to making a decision.

43. With respect to Community Development, he said that this term had a range of meanings, and might include a list of methods and approaches. The goal is helping people affect the circumstances that affect their lives. It is a process of building or rebuilding community institutions. The power of joint effort is recognized. As Saul Alinsky said, there are two kinds of power, namely money and people. It is useful to determine what the institutions are in a community, such as the church, union, YMCA/YWCA, and to obtain the input of community leaders who are active in these groups without stealing these leaders. New leaders for the purpose can be found by door knocking, and diligent searching, to form effective new citizen groups.

7. <u>Discussion Groups - Where Does CAPIC go from here?</u>

44. Charles Forsyth thanked Richard Franz and the Citizen Group representatives for their remarks. He noted the textured communities which exist in the City, the viability of which are of utmost importance. He asked those present where they thought we should go from here, to ensure the effectiveness and sustenance of Central Area neighbourhood groups.

45. Gil Simmons said that all neighbourhoods in the Central Area should have secondary plans prepared and updated very frequently, namely, every 5 years.

46. Russell Elman said that, in reference to Draft #3 "Mobilizing for Revitalization" amended, we should begin the process of planning for each neighbourhood. The five points within CAPIC's Strategy should be reworked. A strong, brief case should be prepared to take to the Planning Committee.

47. Art Lomax asked about the compatibility with the Central Area Plan, and said that a representative from each neighbourhood should review proposals and their relation to the Plan.

48. Charles Forsyth noted the need to identify institutions, and to keep in touch with these, such as churches and libraries. Materials must be made understandable to those of the diverse language groups, possibly in visual form. The availability of staff support is very important.

8. Synthesis of Day's Discussions - Mike Pennock, Social Planning and Research Council

49. Mike Pennock noted the erosion of neighbourhood planning in Hamilton, while Toronto has progressed. He attributed the erosion to personnel, politicians and focus on jobs. He said that today's groups are issue related, and sound protective, which does not create a productive atmosphere for neighbourhood planning. Every neighbourhood has institutions which can be tapped to create a base.

50. He then made the following points; in the manner of a summary:

- "Bottom-up" is not necessarily better than "top-down". Bottom up vehicles can be narrow in focus, representing limited perspectives. To work effectively, bottom up planning must reflect the pluralistic nature of our society in giving voice to multiple perspectives. The role of planner is increasingly a role of mediator, negotiator and consensus developer.

- Realistic expectations are necessary, including accepting the ebb and flow of membership, and the recognition that a small group keeps an association together.

- Resource problems are also a part of the reality, in terms of staff, time, money, etc.

- It is recognized that consultation is not decision making. Decisions are made by politicians or others.

- Needs include:
  - Community development, as a necessary precursor to neighbourhood involvement;
  - Inventory of groups and organizations;
  - Recognition that a wide variety of vehicles/models exist for different places;
  - A people symposium, to develop a vision for the City;
  - A coalition of neighbourhood groups; and,
  - Organization of needs for resources.

51. It is necessary to do a better job of keeping people informed. CAPIC should:
- Try to re-emphasize the importance of a neighbourhood basis for planning at City Hall;
- Prepare an implementing philosophy including the updating of neighbourhood plans;
- Keep neighbourhoods informed early in the process;
- Support a coalition of neighbourhood groups in the Central Area;
- Support the emergence of new groups;
- Not get "hung up" on boundaries;

- Be a resource; and,
- Recognize and respond to the multicultural society.

52. The meeting was adjourned at approximately 4:15 p.m.

A:\Sept27.MIN

6a)

DISCUSSION PAPER

PUBLIC PARTICIPATION IN THE CENTRAL AREA

IMPLEMENTATION OF THE PUBLIC PARTICIPATION POLICIES

OUTLINED IN THE CENTRAL AREA PLAN

PREPARED BY THE PUBLIC PARTICIPATION SUB-COMMITTEE

OF CAPIC

BACKGROUND

In adopting the Central Area Plan, September 1988, CITY COUNCIL acknowledged, and mandated, "public participation" as a basic thrust of the Plan. In the language of the Plan, it is an "essential component":

Strong public participation will be an essential component in implementing the policies in this Plan. Public participation is the ongoing involvement of residents and business people in the decisions which affect their lifestyle, quality of life, property values, health of their businesses and enjoyment of their surroundings. Public participation is a recognized as citizens' rights and is an important part of the planning process.

"The implementation of this plan should provide for the following public participation principles and be in accordance with the provisions of Section D.9:

(i) *information will be disseminated to the public in a clear, concise manner designed to achieve a broad understanding of the policies and programs and their impacts;*

(ii) *the City will actively seek opinions, attitudes and advice of individuals, community and special interest groups regarding policies, programs and studies, as well as contemplated or impending changes to existing policies and programs; and,*

(iii) *reporting mechanisms will be in place which will provide Council with complete and unbiased results of this consultation."*

Recognizing the importance of public participation in the planning process, CAPIC is committed to enhancing public input. This paper outlines a strategy for improved public participation.

TYPES OF PUBLIC PARTICIPATION

CAPIC has identified three different types of public participation and believes that all three must be part of a viable and comprehensive public participation strategy:

1) "Response-Participation": This type of public participation in municipal decision making generally takes the form of the "public meeting", on a specific issues - e.g.: a zoning issue is formally brought before Council or a Committee of Council. Persons are notified and invited to speak for or against the issue. It can be seen that this form of public participation is used frequently (indeed is mandated by various statues and in the City's Official Plan) - and it assists elected persons with their decision making. It seeks "response", and provides an important gauge of public opinion.

2) "Informed-Participation": This form of public participation seeks to identify a different mode or dimension of public participation - one that CAPIC believes to be emerging in important new ways in more North American cities, and one that is seeking to find expression through the Hamilton Central Area Plan.

3) "Institutionalized Participation" provides consultative, representative and participatory bodies to connect citizens with the ongoing planning processes of the city. An example would be the Durand Neighbourhood Association. The Central Area Plan encourages the formation of such neighbourhood citizen organizations within Central Area neighbourhoods. Through such means planning is helped to be a less remote process....less "them vs. us"....less adversarial; and more consultative, collegial, and consensual.

THE NEED FOR INFORMED AND INSTITUTIONALIZED PUBLIC PARTICIPATION

We are all reasonably familiar with the "Response" forms of public participation. These will continue to have a useful role to play within the city's decision-making framework.

At all levels of policy making and decision making there is seen to be an urgent need for new forms of both Informed and Institutionalized, public participation.

In its Report, the Spicer Royal Commission calls for more consultative, and consensus-building, processes in the national decision-making arena. The public demands it, they found; and without such processes, they believe, we cannot shape solutions to our problems or make creative use of our national opportunities.

At the Provincial level, Ontario has created a variety of participatory forms to help with policy planning and determining strategic directions. Some of these are short term, "informed-participation" bodies example: Premier's Council on Health Strategy. Others are "institutionalized participation" in form - example: Technology, Training and Education bodies.

At the Regional/City level we have examples of "informed-participation" bodies such as the Regional Task Forces on Sustainable Development and Affordable Housing. The Remedial Action Plan for Hamilton Harbour has, in effect, "institutionalized" a body that brings together various stakeholders.

The Central Area Plan provides for the strengthening of all three forms of public participation. Indeed, it sees them as essential to the effective and sustainable evolution of the Central Area of Hamilton. CAPIC itself has become a quasi-institutionalized form of "informed participation". It draws together a broad spectrum of 'publics' or stakeholders', including:

a) citizens of the Neighbourhoods within the Central Area;

b) representatives of the commercial/business/industrial sectors, including the BIA organizations;

c) representatives of education and social service sectors;

d) representatives of the wider City and Regional community in recognition of the role of the Central Area as Hamilton-Wentworth's 'Regional Centre'; and,

e) representatives of City Council.

Such forms of community consultation must never be "tokenism" (with the findings pre-set in advance). Nor should they be merely a forum of receiving "opinions". They must be opportunities for grass roots, collegial planning, and community consensus-building (including the appropriate compromises and necessary trade-offs) that represents the interests of all stakeholders.

THE ROLE OF ORGANIZATIONS IN PUBLIC PARTICIPATION

a) The City

The City has the most to gain from improved public participation:

- healthier, well-planned communities and developments;
- strong neighbourhoods with a stake in their development; and,
- the development and dedication towards a common future vision for the City and its neighbourhoods.

As such, Council should encourage enhanced public participation through:

- recognizing and supporting neighbourhood associations;
- requesting and encouraging public input on planning issues at very early stages;
- undertaking and reviewing neighbourhood (and other) plans on a regular basis;
- encouraging the communication between associations and various stakeholders;
- reviewing current planning procedures to enhance qualitatively public participation; and,
- encouraging communication between neighbourhood associations.

b) CAPIC

Taking its cue from City Council's endorsation of creating, and implementing public participation policies in the Central Area Plan, CAPIC sees public participation as a means of revitalizing central area neighbourhoods and districts and building more positive commitments to the City itself. In addition, public participation is essential in dealing with the complexities of development and redevelopment in the Central Area through consensus building exercises with all stakeholders.

CAPIC's role as a proactive planning group, providing representation from the various stakeholders in the Central Area, is a key organization in the Central Area. As such, CAPIC must be committed to ensure that its membership is made up of all sectors and stakeholders. In addition, CAPIC should continue to involve and invite various organizations and individuals to specific meetings to discuss issues pertinent to the Central Area of Hamilton and the implementation of the Central Area Plan.

The flow of information has been identified as an important aspect of public participation. The public not only needs information in order to reach appropriate decisions, but needs to be informed of planning activities so that it can participate in the process. Full availability of information negates the power imbalance which can arise without full information dissemination. Opportunities for incorporating enhanced communication between the City, stakeholders and associations into the planning process must be explored.

Finally, CAPIC recognizes that citizen organizations are one of the most effective means of providing citizen participation and CAPIC should encourage the establishment of neighbourhood associations in all areas of the Central Area. Further, recognizing that many planning issues are not limited to specific areas there is a need for communication between the neighbourhood organizations in the Central Area and beyond. CAPIC can co-ordinate these activities for the Central Area.

c) Neighbourhood Associations

Neighbourhood Associations are an effective means of mobilizing public input on planning issues. As an association of residents, these groups can often consolidate and express interests of many individuals. As recognized organizations, neighbourhood associations can give residents a stronger voice in the planning process, than individuals.

As an organization of residents, neighbourhood associations can provide input from a unique position, that may not always be known at City Hall. Who better to understand the local issues than the proper who live there.

However, as one of many stakeholders, the neighbourhood association must recognize that:

- other stakeholder's positions must also be considered in the process (e.g. What suits the neighbourhood may not always be in the best interests of the City);
- public input in the planning process must not unduly delay the process. In fact, if it is properly provided for, it can streamline the process, as it provides an opportunity for mediation;
- staff resources are not always available. Associations must be prepared to undertake work themselves in order to participate. In addition, the association must maximize use of its staff resources when available;
- in order to be most effective, "informed" and "Institutionalized public participation" are necessary rather than "response participation". This requires both ongoing City and neighbourhood planning and review on a regular basis.

d) Stakeholders

All stakeholders must be included in the process to properly plan for an area. Stakeholders include the residents, the public as a whole, businesses, land owners, land developers, special interest groups, government agencies.

The dissemination of information is essential in order to involve all stakeholders. In some cases, the City must undertake efforts to identify and bring all these stakeholders into the process.

CONCLUSIONS

CAPIC's strategy for public participation, which identifies the role of individual stakeholders, neighbourhood associations, CAPIC and the City, includes the following:

a) CAPIC

1. **CAPIC will regularly review its membership and evaluate whether adequate representation is made from all sectors and stakeholders in the Central Area.**

2. **CAPIC will commit itself to Information and "Moving About". (That last phrase is borrowed from a key concept in current creative management practice - "managing by wandering - or moving about"). CAPIC will therefore:**

   a) hold meetings in the neighbourhoods;

   b) identify common meeting places in the Central Area (i.e. libraries) and its neighbourhoods where pertinent information can be disseminated;

   c) identify organizations in neighbourhoods through which information can be disseminated (i.e. churches, schools, CIS); and,

   d) ensure that information on neighbourhood issues, resources and concerns is accessible and understandable at the community level, such issues as language, medium of advertising, disabilities (i.e. hearing and vision impairment), literacy, etc. must be addressed.

3. **CAPIC encourages communications between neighbourhood associations in the Central Area by circulating agendas and sponsoring joint meetings on a regular basis.**

b) CITY COUNCIL

CAPIC requests Council to undertake the following actions:

1. **Council should support the preparation and timely review of all neighbourhood plans in the Central Area through the following process:**

   i) **survey all neighbourhoods in the Central Area to determine neighbourhood needs and priorities for neighbourhood planning in the Central Area. Current priorities are:**

      1) **Central/Beasley**
      2) **North End**
      3) **Corktown/Stinson**

   ii) **Request staff to review the neighbourhood planning process in the following areas:**

      - **standardizing background data collection and reports;**

- working with McMaster and Mohawk to obtain assistance in background and neighbourhood plan development;

- utilize Provincial funding to address "community development" concerns through PRIDE programs and community planning branch grants.

iii) Undertake ongoing work with Neighbourhood Association to regularly review, reassess Neighbourhood Plans and to undertake changes on a regular basis thereby avoiding large scale Neighbourhood Plan Review Hearings.

iv) Address redevelopment pressures through modified neighbourhood plan amendments which focus on smaller areas and can be undertaken in shorter time frames.

2. Council will support the formation of citizen associations in all Central Area neighbourhoods. Such associations should be given "consultative and implementation roles" in respect of the updating of neighbourhood plans, community issues and services, setting of goals and priorities for community consensus.

3. Council will direct staff to undertake a study of current planning practices and procedures with the aim of improving the quality of public participation.

4. Council will encourage the formation of a City wide community association made up of representatives from all recognized neighbourhood associations.

5. Council will support neighbourhood associations through the provision of staff resources, when available. When resources are not available, associations should undertake their own work.

c) NEIGHBOURHOOD ASSOCIATIONS

1. Neighbourhood associations should:

i) strive to be reflective of neighbourhood makeup, desires and concerns;

ii) be committed to the process of public participation;

iii) be encouraged to work with all stakeholders in the planning process;

iv) **not unduly delay the planning process; and,**

v) **effectively utilize the staff resources available and in other circumstances undertake their own work when staff are not available.**

INFORMATION ITEMS

1. "Ontario planning process under scrutiny", Globe and Mail, October 23, 1991.

2. "A man of vision for Hamilton", Hamilton Spectator, December 7, 1991.

3. Information Memorandum on Park Bench Programs.

4. List of Neighbourhood Based Associations in Hamilton.

5. Planning for Sustainability - Towards Integrating Environmental Protection into Land Use Planning. Extracts from Discussion Paper No. 12 prepared for the Royal Commission on the Future of the Toronto Waterfront.

6. New Planning News. Volume 1, No. 2.

Items Attached Separately

1. New Planning News. Volume 1, No. 1.

2. Hamilton Strategic Plan Information Brochure

TORONTO NEWS The Globe and Mail, Wednesday, October 23, 1991

Ontario planning process under scrutiny

Sewell-led commission aims to change areas in province where people live

BY CRAIG McINNES
Urban Affairs Reporter
Toronto

The pattern of winding streets and culs-de-sac that has grown like an asphalt Afro around North American cities may soon be out of style in Canada's most populous province.

Although there are still plenty of people attracted to two-car garages and the suburban lifestyle, many urban planners and others concerned with how cities grow have argued for more than a decade that the environmental cost of low-density development is too high.

Pointing to the loss of farmland and wildlife habitat, the heavy dependency on cars, and the inefficient use of infrastructure like roads, sewers and water systems, they have demanded limits to the subdivisions that have been swallowing up the urban fringe as cities have grown.

In June, the Ontario government appointed former Toronto mayor and long-time civic activist John Sewell to look into the process through which those subdivisions — and everything else that is built in Ontario — are created: the planning process.

Mr. Sewell has made it clear, however, that his commission, New Planning for Ontario, will engage in more than debate.

Along with fellow commissioners Toby Vigod, on leave from the Canadian Environmental Law Association, and George Penfold, an associate professor at the University School of Rural Planning and Development at the University of Guelph, Mr. Sewell wants to change not only the process but the products of that process — the towns, cities and rural areas where people live.

Development is the largest industry in Ontario, employing 12 per cent of the total work force in the province — more than twice as many workers as the auto industry, according to figures compiled by the Urban Development Institute, an organization representing developers.

"The implications of what Sewell is mandated to do are immense," says Morley Kells, a former provincial Conservative cabinet minister who is now president of the Urban Development Institute.

No one is happy with the current planning process. Not builders, who complain that it can take up to seven years to get approval to start a subdivision. Not civic politicians, who complain of provincial interference and indecision. Not environmentalists, who say their concerns are often ignored. Not even the provincial bureaucrats, who most often get blamed for costly delays.

Next month, the commission expects to publish a series of goals now being developed by working groups representing different facets of life in the province: cities, the urban fringe, rural areas, cottage country and Northwestern and Northeastern Ontario.

Any consensus reached by the working groups will need to bridge enormous gulfs, particularly in the area of urban sprawl. Big-city planners have long embraced the need for further growth to take place through intensification in cities. But on the suburban fringe, low- and medium-density developments are still welcomed.

Although Mr. Sewell and Ms. Vigod have often railed against ill-considered development in the past, their opinions will not prevail in the end, he says.

"If we don't create a consensus, we're never going to get any legislation, I think that's pretty clear. So John Sewell's views might be relevant, but I'm not sure how relevant they are, apart from the consensus."

But in his attempts to kindle interest in that process, Mr. Sewell and the others have revealed that certain directions are clearly being pursued, and they seem to be leading away from the current patterns of development, particularly on the suburban fringe.

Even though people say they want to live in suburban environments, "it has an enormous cost," Mr. Sewell said in a radio interview recently.

"The big cost, of course, is the automobile and the incredible harm it's doing to the environment, and we've got to come to grips with that."

Although many people have called for a freeze on the loss of farmland, a tactic that has been used with limited success in other jurisdictions, notably British Columbia and several U.S. states, none of the commissioners suggests that is the solution in Ontario.

Other ideas being looked at include severely limiting lot severances and limiting development to existing built-up areas rather than allowing it to spread along rural roads.

From the urban working group, "another goal that seems fairly well agreed on is that any change in the city has to result in a per capita decrease in the use of energy and water . . . and I think that's a very smart goal," Mr. Sewell said.

Once the goals of the working groups have been published, the commission is planning public hearings around the province. It expects to have an interim report by the end of 1992 and a final report and proposed new legislation in 1993, in time for the provincial government to act before the end of its term.

A familiar complaint from developers and civic politicians is that too many provincial ministries are now involved in the process and there seems to be no sense of urgency to make decisions.

The result is jurisdictional gridlock. Gary Herrema, chairman of the regional government in Durham, an area of rapid growth east of Metro Toronto, says the situation is worse since the election last year of the New Democratic Party government.

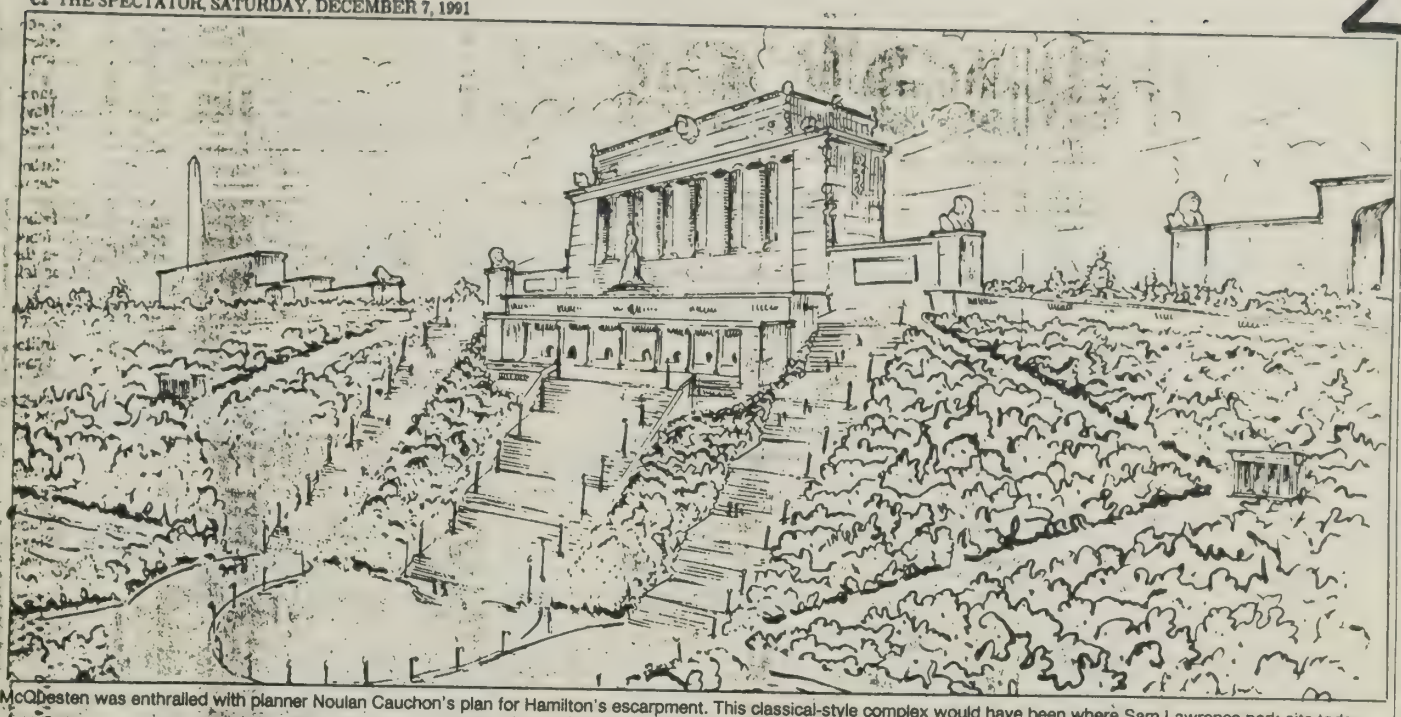
"They got elected on the environment and land use, but they've created land abuse," he said in a recent interview. "With just two to three minor decisions we could put 1,000 people to work in Durham."

"There is certainly a concern from my background, the environmental perspective, that the land use planning process has not adequately dealt with environmental considerations, nor with other upcoming issues, energy, heritage, whatever . . . and that's certainly one of our terms of reference: how to incorporate those concerns into the planning process."

Mr. Penford said: "I think there is some general dissatisfaction that we are not getting what we want. We are not getting good enough environmental protection, we are not getting a range of choice in housing, we're not getting adequate protection of critical resources like agricultural lands, like wetlands, environmentally sensitive areas and so on."

On one hand, the commissioners are trying to untangle the planning process by eliminating overlapping jurisdictions. On the other, it appears the process they will replace it with will be more interventionist, as it institutes the goals now being developed.

"If we had very clear rules saying (for example) 'Wetlands, uh-uh, can't touch them,' that would really help," Mr. Sewell said at a recent press conference.



McQuesten was enthralled with planner Noulan Cauchon's plan for Hamilton's escarpment. This classical-style complex would have been where Sam Lawrence park sits today.

A man of vision for Hamilton

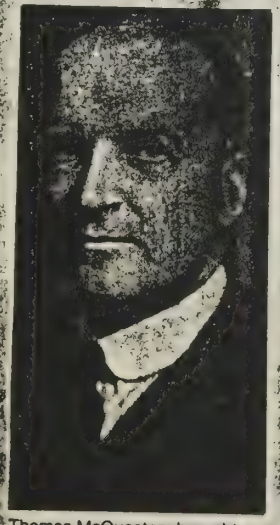
New biography delves deep into amazing McQuesten and his times

By DAVID WESLEY
The Spectator

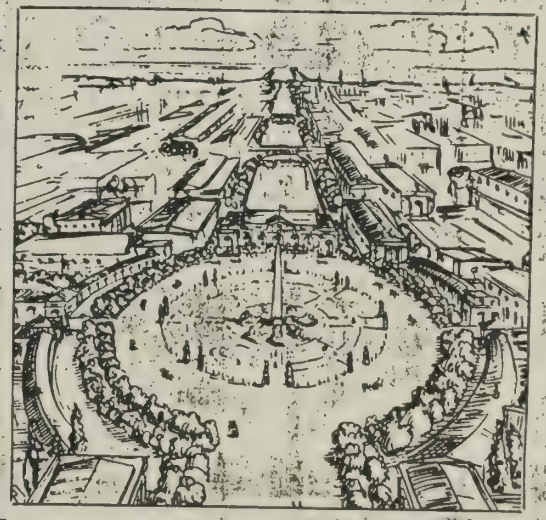
THINK OF Hamilton. Now think of Hamilton without the following: Gage Park, Cootes Paradise, the Royal Botanical Gardens, the mountain access routes, the Burlington Heights Bridge and entranceway, Whitehern, the Liberal Party Machine, the high-level bridge across Burlington Bay, the Red Hill Creek corridor, McMaster University, Ivor Wynne park and stadium, King's Forest, the under-escarpment greenbelt and Bruce Trail.

These were only a few of the accomplishments of Tom McQuesten, and in a new biography, Thomas Baker McQuesten: Public Works, Politics And Imagination (Corinth Press, $32.95), author John Best makes a solid and lively case for crediting McQuesten, more than any other individual, with shaping the Hamilton we know.

The book is a superb example of what good biography should be — readable, packed with honest detail about its subject, yet in this case telling us as much about Hamilton, about local and provincial politics and about social issues during McQuesten's life from 1882 to 1948.



Thomas McQuesten: brought development and conservation together in his plans.



Ferguson Avenue would have become a Canadian Champs-Elysees, with a tree-lined canal stretching to the bay. The drawings on this page are modern renditions of the originals by Tom Phalen.

"As minister of highways and public works in the Liberal government of Mitch Hepburn, McQuesten left an equally impressive legacy to the province — 4,000 new miles of highways including the Commonwealth's first superhighway (the QEW); the Rainbow, Bluewater and Ivy Lea bridges; an improved Trans-Canada Highway, the Niagara Parks Commission lands, restored Forts George and Erie.

In an age before development and conservation were so publicly at odds, McQuesten combined a utopian love of both and his projects reflected that combination.

For Best, news director of CHCH-TV since 1980, it was one of the elements which attracted him to the McQuesten story.

"He liked big projects, big challenges," says Best. "But he always had an eye for artistic detail, and he had a love of nature throughout his life, and if Hamilton and Ontario had to be urbanized, it would be done with a sense of beauty and a lot of green."

Best first began researching McQuesten's life while working on a news documentary. He realized there was much more to Tom's life than could be packed into TV bites, and when letters from McQuesten acquaintences trickled in after the show's broadcast, decided to write the biography.

What he found, after devoting four years of weekends, evenings and holidays to research — "it consumed every spare minute I had" — was a subject as complex and varied as McQuesten's achievements.

Far from the stoney, pragmatic, grey, staid, and bloodless image many have of McQuesten, Tom was a man of passions and vision.

Though the McQuesten family had wealth, Tom's alcoholic father had lost most of it by the time he apparently committed suicide in 1888.

Tom's domineering mother Mary raised her six children alone in Whitehern in a repressed atmosphere if there ever was one — none of the six ever married, many suffered from "nervousness" and depression.

Tom broke loose however, attending the U. of T., working on logging runs along the Ottawa River, travelling, reading, and carousing lustily with friends — plenty of drinking and women.

He obtained his law degree and eventualy returned to Hamilton, matured, a confirmed bachelor taking care of his family, ready to become a civic-spirited man of means.

It was during this period, as alderman and head of the Hamilton Parks Board, that McQuesten decided to change the face of Hamilton. He lured McMaster to town, obtained the "Royal" designation for his plan for a botanical gardens, had the western entranceway redesigned, landscaped Gage Park and commissioned the pressent fountain, had all-new access routes built to the mountain, and first envisioned building the Skyway Bridge.

McQuesten had fallen under the spell of renowned urban planner Noulan Cauchon, who as part of the Garden City movement sweeping England and Europe, advocated lots of greenery, classical columns, boulevards and canals.

For McQuesten it was a social movement — allowing ordinary citizens fresh air, aesthetic pleasure and space in parks Cauchon caled "the lungs of the city." He instituted many of Cauchon's suggestions, but ironically, the one major plan McQuesten commissioned and couldn't get built was the one which would have put Hamilton on the international map.

Ferguson Avenue would be transformed into a Champs-Elysees from the mountain to the bay. A huge Greek-style amphitheatre would be carved into the side of the escarpment, terraced streams would carry water to canals, a triumphal boulevard with arches, obelisks, colonnades, and a piazza modelled on Rome's St. Peter's would enrich the lives of Hamiltonians and impress the world. He almost pulled it off.

As it was, a Toronto Star article of 1929 titled "Hamilton Shows Toronto How," marvelled at McQuesten's accomplishments (typically, Tom brought the reporter to town himself in order to score political points at home).

"One of (Hamilton's) demonstrations of superior virtue," the story read, "is the art of planning noble entrances and gateways, and by a system of interrelated parks and driveways, putting its scenic assets into communal circulation."

Throughout, of course, McQuesten remained a Liberal warhorse, and as Best makes clear, was largely responsible for bringing Liberalism back from the political wilderness in Hamilton.

There's lots to be learned in this book, not only about McQuesten's personal political career — he could be ruthless, was scrupulously honest in an age of kickbacks and patronage, and when elected as a member of Hepburn's government, expanded his "Garden City" vision across the province, from the Niagara Parks lands to the QEW and thousands of miles of roads beyond.

Best, who poured through thousands of letters, and tested his historical perspective with advising historians John Saywell, Robert Fraser and Paul Bator, is ready for a break from writing.

"People wonder why Conan Doyle kept trying to kill-off Sherlock Holmes," he jokes, "now I know. I have tremendous respect for McQuesten, but I've spent a lot of time with him over the past five years."

He has, however, done Hamilton a great service in providing this book, which can be ordered from The Corinth Press, P.O. Box 57131, Hamilton, L8P 4W9.

The big snow sent the city into the dark ages

PLANNING AND DEVELOPMENT DEPARTMENT

MEMORANDUM

****

TO: Mary-Lou Tanner
Planner I
Planning and Development/Neighbourhoods

YOUR FILE:

FROM: Joe Gravina
Planning Technician II
Planning and Development/Neighbourhood

OUR FILE:
PHONE:

SUBJECT: BENCH PROGRAMS

DATE: 1991 December 5

The following is a list of programs which provide benches.

1) Park Development - Public Works Department:

- standard park bench - wooden seat with concrete ends;
- new city bench - (see attached illustration);

2) Hamilton Bench Advertising:

- standard bench - wooden with concrete ends, can be plain or with advertisment depending on location, e.g. commercial vs. residential;
- new prototype - March 1992, will be more aesthetically pleasing and will integrate newspaper holders and garbage receptacles in the design;

3) H.S.R.:

- provide seating inside bus shelters only;
- requests for conventional benches are directed to Hamilton Bench Advertising;

4) Friends of the Park:

- private trust which provides benches for parks in Hamilton;

519 - 539 - 6776 — FRIDAY

MAGLIN
FURNITURE SYSTEMS

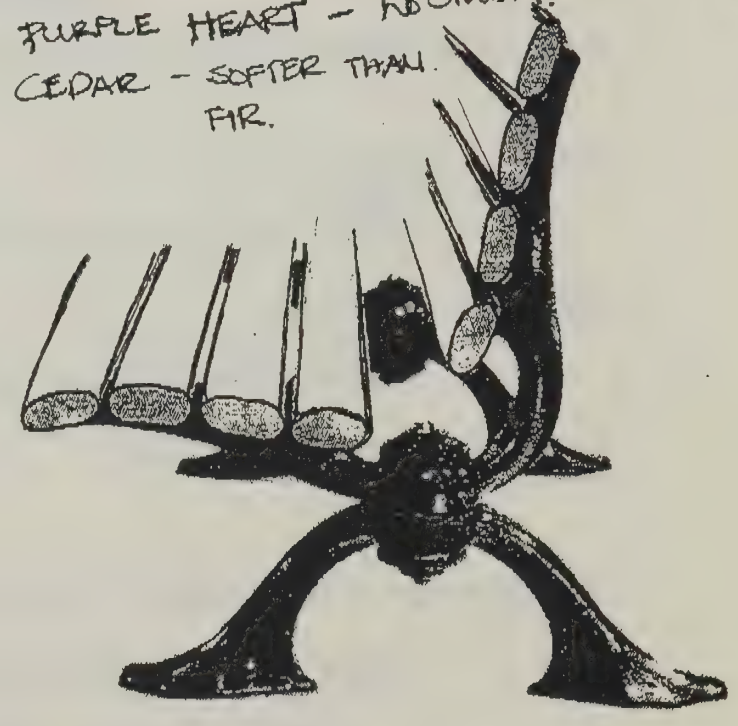
- B.C. FIR - Select.
ASH - WHITE - has finish
PURPLE HEART - no finish -
CEDAR - SOFTER THAN FIR.

HARBOURFRONT
SINGLE PORTABLE BENCH

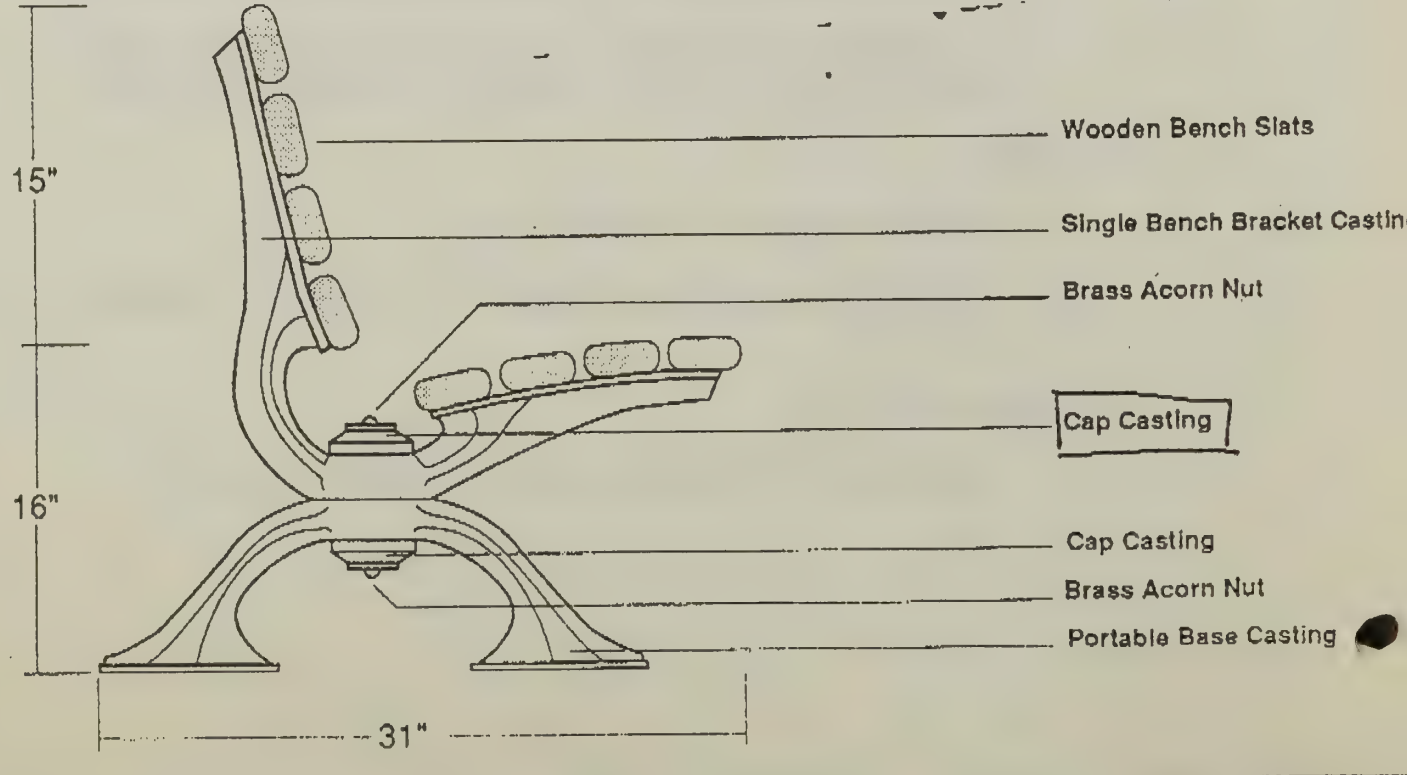
The HBSP's combination of substantial design and portability works very well in public areas where the seating arrangements need to be flexible. It is also a distinctive addition to a private garden, or beside a pool or tennis court.

This bench is easily taken apart for off-season storage.

Standard Lengths: HBSP5 - 5ft.
HBSP6 - 6ft.
HBSPI0 - I0ft.
HBSPI2 - I2ft.



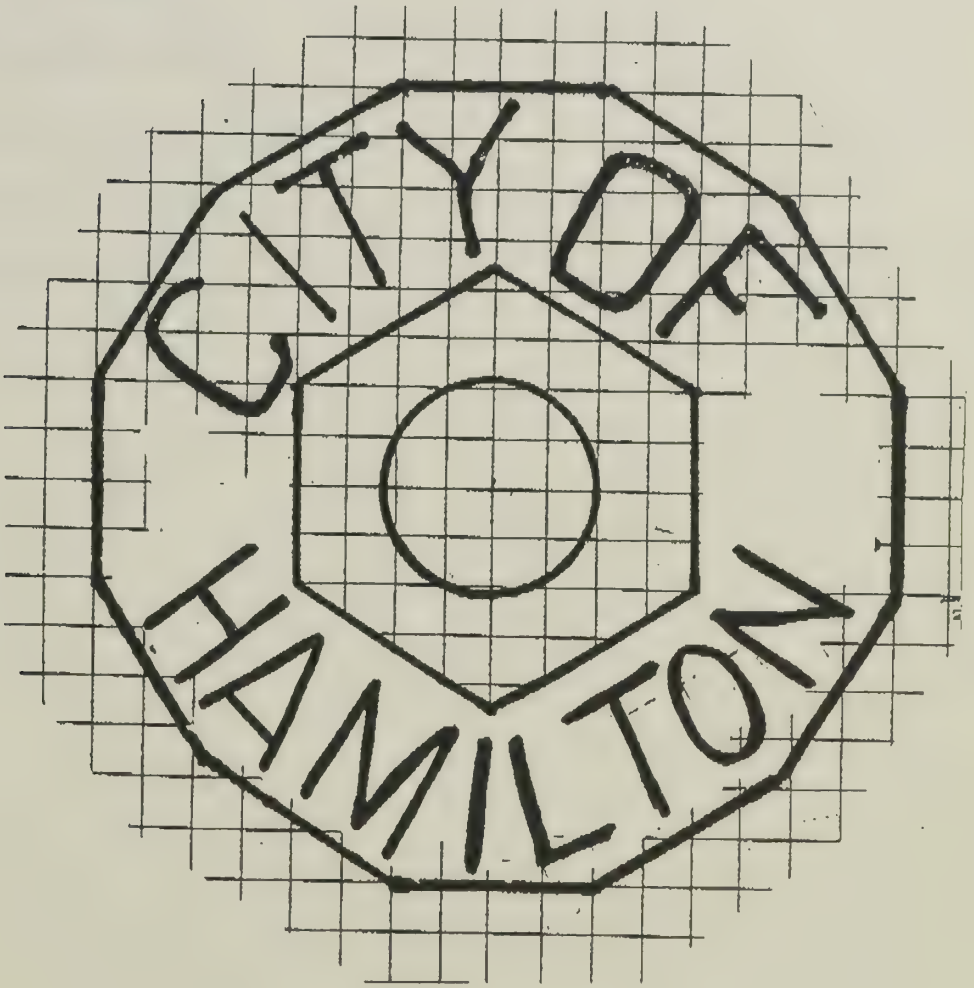
- two bolts in each foot.
- pedestal



Maglin Furniture Systems, the exclusive agent for HARBOURFRONT CORPORATION'S Site furniture

SHEET 1

THIS CASTING SHOWS AROUND THE CAP CASTING ON SHEET 1



SHEET 2

LIST OF NEIGHBOURHOOD BASED ASSOCIATIONS

CITY OF HAMILTON

1. Neighbourhood Associations
2. City Advisory Committees
3. Legal and Community Services
4. Community and Recreation Councils
5. Home and School Associations
6. Key Neighbourhood Contacts

NEIGHBOURHOOD ASSOCIATIONS

Committee of Concerned Citizens (Ward 4)
Contact: Sharon Matthews 545-7543

Citizens for Citizens (Ward 3)
Contact: David Beland, Chair. 549-4407

Durand Neighbourhood Association Inc.
Contact: Marvin Sheppard 522-6961

Hamilton Beach Preservation Committee Inc.
Contact: Bob Jaggard, President 544-6518

Kirkendall Neighbourhood Association
Contact: Wanda Crouse, President 544-6518

North End Neighbourhood Association
Contact: Alice Lupton 529-5033

South Durand, Neighbours Who Care
Contact: Vida Mazza 527-8996

CITY ADVISORY COMMITTEES

Central Area Plan Implementation Committee
Contact: Charles Forsyth, Chairperson, 544-0402

Central Beasley PRIDE
Central Beasley HINT
Contact: Jackie McNeilly, Co-ordinator, Community Renewal Division
546-2755 (B)

Durand Neighbourhood Plan Implementation Committee
Contact: Marvin Sheppard, Chairperson, 522-6961

Hamilton Beach Preservation Committee
Contact: Reg Wheeler, Chairperson, 549-1130

Kirkendall Chedoke Neighbourhood Plan Advisory Committee
Contact: David Godley, Co-ordinator, Planning and Development Department
546-4153 (B)

McNab Heritage District
Contact: Jeff Steadman, Chairperson, 528-7981 (B)

St. Clair Avenue Heritage District
Contact: Joe Kovacich, Chairperson, 545-4289

St. Clair Boulevarde Heritage District
Contact: David Beland, Chairperson, 549-4407

LEGAL AND COMMUNITY SERVICES

Dundurn Community Legal Services
527-4572

Hamilton Mountain Legal and Community Services
575-9590

McQuesten Legal and Community Services
545-0442

COMMUNITY AND RECREATION COUNCILS

Armstrong Community Council (Inch Park)
Contact: Marianne Mokrycke, Secretary, 389-4067

Berrisfield Park Community Council
Contact: Rick James, President, 388-8917 (H) 643-4166 (B)

Eastmount Community Council
Contact: Fred Barrett 385-4038

Gilkson Community Council
Contact: Tara Misener, President. 575-7124

Gourley Community Association
Contact: Dave Lockley, President, 389-5360

Hamilton Parks Foundation
Contact: John Norris, 385-3042

Kirkendall Recreation Association
Contact: Bob Thompson, 528-2004

North Central Community School Association
(Keith and surrounding)
Contact: Susan Moulton, Community School Worker, 527-7752

Queen Mary Community School Association
(Crown Point East and surrounding)
Contact: Jeanette Dedrick, President, 545-1930

Quinndale Community Council
Contact: Eileen Smith, Secretary, 388-8309

West Hamilton Community Council
Contact: Alderman Mary Kiss, President, 525-5932 (H) 546-2730 (B)

HOME AND SCHOOL ASSOCIATIONS

Hamilton Council of Home and School Associations
Contact: Margaret Campbell, President 522-3913

A.M. Cunningham (Delta East) 544-7771
President Jane French

Allenby (Kirkendall N) 525-8282
President: Not filled

C.B. Sterling (Quinndale) 385-5374
President: Cheryl Thomas

Centennial (North End) 528-6341
President: Rick Bouchard

Central (Durand) 522-9690
President: Trudi Ekvall

Dalewood (Westdale S.) 528-8631
President: Alison Buffett

Dr. Edgar J. Davey (Beasley) 522-2175
President: Monica Backhouse

Earl Kitchener (Kirkendall N) 528-0223
President: Mary Jane Dutchak

Franklin Road (Burkholme) 388-4731
President: Brenda McCallow

George R. Allan (Westdale N) 522-0601
President: Angi Garofolo

Memorial (Raleigh 387-5165
President: Brenda Markwick

Norwood Park (Balfour) 575-9808
President: Ann Arndt

Prince Philip (Ainslie Wood) 527-6512
Presidents: Donna Price, Marian Di Sante

Rosedale (Rosedale) 549-4233
President: Diana Peavoy

Ryerson (Kirkendall N) 528-7975
President: Jane Locke

Seneca (Gilbert) 385-3241
President: Sandy Beveridge

Stinson Street (Stinson) 528-0119
President: Helaine Ortmann

W.H. Ballard (Homeside) 547-1689
President: Carole Anderson

Westdale Secondary (Westdale S) 521-1134
President: Marjory Murphy

KEY NEIGHBOURHOOD CONTACTS

John Ross (Ainslie Wood E) 522-4657 (B)

Grant Corbett (Ainslie Wood N) 546-3606 (B)

Jim Drake (Beasley) 525-8933

Lois Brown (Blakeley) Citizens for Citizens 545-8920

Joe Macaluso (Central) 577-6632

Hal Costie (Corktown) 527-4955

Mary Schneider (Gibson) Citizens for Citizens 547-1734

Eric Campbell (Landsdale) Citizens for Citizens 528-4004

Gil Simmons (North End) 522-9974

Frances Di Tripani (Riverdale East) 561-6496

Michaelene Galan (Stipeley) Citizens for Citizens 549-6723

5

Planning for Sustainability

Towards Integrating Environmental Protection into Land-Use Planning

A Discussion Paper
Prepared for
the Royal Commission
on the Future of the Toronto Waterfront

Ronald L. Doering
Donald M. Biback
Paul Muldoon
Nigel H. Richardson
George H. Rust-D'Eye

June 1991



TABLE OF CONTENTS

About the Authors 7

Acknowledgements 13

Introduction 17

Chapter 1
The Legal Framework ..... 25 — INCLUDED 32-33

Chapter 2
The Nature of the Problem ..... 35 — 60-61

Chapter 3
Watershed Horizon: Protecting the Environment through Land-Use Planning ..... 63 — 73-74

Chapter 4
Integrating Environmental Considerations into the Planning Process: Short-Term Reform ..... 75 — 86-92

Chapter 5
Planning for Sustainability Beyond the Short Term ..... 93 — 101-102

Appendix A
Discussion Paper: Towards an Ecosystem Approach to Land-Use Planning A1

Appendix B
Commission Reports, Working Papers, and Technical Papers B1

Appendix C
Map Credits C1

As a result, Ontario now has two statutes and two sets of administrative and quasi-judicial procedures broadly related to regulating land use, with no formal provision for co-ordination, apart from the Consolidated Hearings Act.

Depending on its nature and location, a development proposal (or undertaking, in the terminology of the Environmental Assessment Act) may be subject to a considerable number of statutes other than the two so far discussed:

- It may be affected by the Environmental Protection Act.
- If it is within the area subject to the Parkway Belt Planning and Development Act, it will be subject to that statute.
- If it is within the Niagara Escarpment Planning Area, it will be subject to the approval of the Niagara Escarpment Commission under the Niagara Escarpment Planning and Development Act.
- If it affects a lake or watercourse, it will be subject to regulation under several statutes, including the Ontario Water Resources Act, the Lakes and Rivers Improvement Act, and the Conservation Authorities Act, as well as the federal Fisheries Act.
- It may be affected by provisions of the act establishing the regional municipality in which it is located.

This does not, by any means, exhaust the list of statutes that, according to circumstances, may have to be taken into account in the planning, design, and development of a large project.

Despite the complexities created by Ontario's particular body of law, the parallel existence of land-use planning and EIA procedures is not inherently wrong in principle. Indeed, the contrary is true: conceptually the two processes complement each other very well. The Planning Act provides the context of broad, anticipatory policy and general regulation of land use, while the EIA provides detailed evaluation and the specific terms and conditions for individual development projects within that context. Problems arise

because the two statutes were developed in islolation from one another, and do not work together to provide an integrated, comprehensive system for environmentally sound planning.

Information

The paucity of good information on which to base decisions is a perennial problem. Because the wrong questions are often asked, the information given is often inadequate for understanding ecosystems or predicting cumulative effects. In addition, where environmental information is available, it is frequently scattered in many locations, and is difficult to synthesize because of inconsistencies in approach, purpose, and methods.

Municipalities generally lack the expertise and information to adequately identify the environmental values and limitations in their jurisdiction, or to evaluate the direct and cumulative effects of proposed activities.

Ecological information is generally presented piecemeal, with little of the integration needed to explain ecological processes, understand the significance of natural features or assess ecosystem health. This makes it difficult to use the information constructively to develop criteria for future activities.

Conclusions

The current inadequacy of land-use planning processes to protect and improve ecosystem health results from many inter-related factors. They include: limited or ineffective use of the provisions of the Planning Act; the Act's own limitations; lack of provincial leadership; and lack of clarity in the relationships between the Planning Act and the Environmental Assessment Act.

Widespread acceptance of the concept of environmental sustainability is relatively new, and affects the way we look at many areas of public policy and decision-making, including land-use planning. Viewed in this way, it is not surprising that past planning

processes have not taken into account the long-term consequences of development on ecosystem health.

In addition, as our awareness of ecosystem processes and connections grows, it becomes increasingly apparent that our planning processes are constrained by municipal boundaries that cannot effectively take ecosystems into account. Yet there are few mechanisms to co-ordinate the efforts of local and regional municipalities to provide ecosystem-based planning.

The consequences are severe, and are manifested in two ways. One is the continuing degradation of ecosystems, effects on quality of life, and dwindling natural resources in the Greater Toronto Bioregion. The other is the complicated, slow, and unsatisfactory planning and development approval processes that frustrate all concerned — the public, developers, municipal governments, and provincial agencies alike.

Furthermore, as efforts to improve understanding of ecosystems and assessment of the environmental effects of activities become more widespread, many of those involved feel that they are aiming at a moving target: the rules of the game keep changing. Thus, although the development industry is prepared to undertake studies and work with municipalities and public groups to address environmental concerns, it is frustrated by the absence of clear and firm requirements.

Viewed from a national perspective, however, the inadequacies of Ontario's land-use planning "system" with respect to environmental protection are probably no worse — and in many respects may be less serious — than those of other jurisdictions. In addition, it is important to recognize that there are some significant opportunities for the future: the Greater Toronto region is blessed with many magnificent natural features, including the Niagara Escarpment, the Oak Ridges Moraine, and the waterfront, as well as the many rivers, creeks, and forests that connect them. The opportunities lie in appreciating the value of these places, and taking steps now to ensure that they will be protected and enhanced for the future. The following chapters suggest some ways to work towards this goal.

Provincial Requirements Governing Official Plans

Overview: An Enhanced Role for Official Plans

In theory, one of the most important planning mechanisms for protecting the environment is the Official Plan. It should be a central guiding document for municipalities when they decide on development that sustains the natural resource base of their area. Official plans and official plan amendments can and must be used as a way of incorporating provincial policies and of defining municipal environmental targets. The official plan promotes good development while restricting land uses that are environmentally insensitive. It should become, in effect, a "greenprint" for an area. With better initial plans, the need for amendments should be diminished. Broadly speaking, development approvals would be governed by provincial policies that had been embodied at the front end of the land-use planning process.

There are three primary benefits to emphasizing environmental considerations when preparing an official plan:

1. An ecosystem approach to land-use analysis can be more easily implemented when it is based on a broader planning perspective. For example, while the cumulative effects of development cannot be taken into account on a case-by-case basis, a more holistic and integrated approach can be taken if the ecosystem concept is applied to the official plan.

2. Focusing on environmental considerations in official plans gives the development process a greater degree of certainty and predictability. At present, there is great uncertainty because such considerations are delayed until an application for approval of a development has been made. At that point, the basic question of whether to develop a property at all remains to be answered, until an exhaustive site-specific analysis has been completed — often after a considerable investment in property has been made.

3. Official plans give the opportunity to integrate the views of all provincial ministries and relevant conservation authorities.

automobile use. These networks should also be considered in relation to goals of reducing energy use and promoting air quality objectives.

An Inventory of Existing Conditions

To be useful, a decision must be built on good information. However, most municipalities may not have undertaken comprehensive ecological inventories or financial studies needed to understand how economics and the environment affect a region. Such studies should be part of an ongoing process; some areas have begun this process, but most have not. Initially the Province would have to provide professional assistance and funding to those that have not, particularly in the research necessary to acquire a factual data base on flood plain mapping, biological surveys, and detailed financial analysis not already at hand.

Conducting biological inventories and mapping flood plains are vital first steps to dealing with such problems as cumulative effects and are also an integral part of ecosystem planning. Integrating and analysing information are important to understanding ecosystem health. In turn, they make it possible to understand constraints, opportunities, and limits within the ecosystem; therefore, biological inventories and other such studies should be a first priority and be undertaken immediately.

Although gathering, analysing, and maintaining environmental information is an ongoing process, it should be noted that the need for good information should not be interpreted as an excuse for inaction. Decisions — about development, environmental protection or other matters — must be made at the appropriate times with the best available information, and with explicit recognition of any gaps in the information base.

Provisions for Monitoring for Non-Compliance with the Official Plan

In light of the above requirements, some system must be put in place to monitor compliance with official plans, for example by requiring that municipalities report on the progress they are making in this regard.

In summary, it should be emphasized that the Province will have to require all municipalities to have official plans and to meet these minimum standards outlined above. The suggested changes are offered at a particularly opportune time, when most of the local and regional municipalities in the Greater Toronto region are reviewing their official plans.

The Role of Partnership Agreements

Apart from the general planning processes in the province, special attention should be devoted to environmentally significant areas or areas where there are acute land-use conflicts (such as the Oak Ridges Moraine and the Niagara fruit belt). At present, existing planning regimes are difficult to apply on a watershed basis. While conservation authorities may be empowered to develop watershed plans, they lack the authority to implement them. Moreover, there are other areas that perhaps should be considered for such attention, including the Remedial Action Plans (RAPs) that are an attempt to develop multi-stakeholder remedial options for contaminated or severely impaired uses in 17 Ontario areas.

But what way should be used to assure these areas get the special attention they deserve? There are a number of options, one of which is to develop instruments to overcome the problems of jurisdictional diversity and fragmentation of planning approaches. The Niagara Escarpment Commission is an example.

While that method is worth considering, it probably cannot be considered "short-term". Moreover, there is a lively debate — which is well beyond the scope of this paper — about the merits of an institutionalized approach.

Another possibility is to develop procedures for bringing together stakeholders in an attempt to define goals and deal with common objectives, in the context of "partnership agreements". Such agreements could include provisions to cope with many inter-jurisdictional problems and use a more ecosystem-based technique. The agreements could be negotiated at any time to define roles and responsibilities, incorporate planning targets, and include accountability mechanisms. While they may not be long-term, definitive responses, they could set the stage for longer-term regimes.

Reforms to the Development Approval Process

While the thrust of short-term reforms would focus on improving official plan preparation, renewed attention must also be given to the environmental protection opportunities that can be made part of the approval process. Among the proposed short-term reforms:

Environmental Performance Requirements

While the negative impact of development on the environment is the focus for some projects, there is a need to emphasize damage prevention in development applications. Clearly stated "performance requirements" would ensure certainty and consistency; they could include greenspace protection, setbacks/buffers for natural areas, energy efficiency, conservation, adherence to ambient and indoor air quality standards, dust control during demolition or excavation of contaminated soil, waste management, noise restrictions, storm water management, and habitat restoration.

Statement of Development Effects

Applications should be required to include a statement of known or suspected environmental effects of the proposed developments. These would include economic, municipal, financial, environmental, and social effects, which would be specifically and clearly defined. If negative effects have been identified, the proponents would be required to either avoid or mitigate them. Among the mechanisms available in this regard are new provisions for site plan agreements, and plans to enhance the environment by restoration of areas, planting of trees, etc.

Public Consultation on Development Projects

In addition to having public consultation and input concentrated at the official plan review or preparation stage, it should be normal municipal practice to inform the public, at the earliest possible stage, of an application. This will give people enough time to make their views known and to participate in debate leading to a

decision. By enshrining the role of the public and providing for early consultation, the planning process will actually become more efficient. Rules and procedures will be clear and predictable and, at the same time, everyone — developers, the public, and government — will benefit from an open, participatory process.

Planning for Sustainability

There is growing realization that the environment and economy are mutually interdependent. The provincial government emphasized this in the November 1990 Speech from the Throne:

> There is an environmental crisis facing Ontario and it will require an extraordinary effort to meet it. We accept our duty to the future. We will need to assess our decisions not only by standards of social justice or economic growth, but in terms of their ecological integrity. We know that we cannot have a healthy economy without a healthy environment. A sustainable economy will provide added opportunities for new jobs, which will last into the future, and which will enhance, rather than harm, the environment. Our environment is more than the natural landscape. It is our individual health and well-being. It is our children's future.

In the past, Ontario's economic success and abundant natural resources have enabled us to take both for granted. We can no longer afford this luxury. We cannot allow outdated and conflicting policies, combined with the constraints of severe jurisdictional gridlock, to thwart the opportunities for regeneration and a sustainable future.

Instead, we need to marshal our resources in a concerted and planned effort to nurture both our economy and our environment.

How will the goal of sustainability affect future approaches to planning? One of the most fundamental implications is the need to take a long-term view, one that stretches well beyond the three to five years of a politician's term of office and even beyond the ten-year time horizons usually adopted for municipal planning. We need to think in terms of what communities, and their environments, will be like in 30 years. This is difficult to imagine, but must be addressed if we are serious about working towards sustainability.

As mentioned earlier, the global implications of sustainability

are immense, and can easily paralyse our thinking. We must, as the saying now goes, "think globally and act locally" so that, at the scale of an individual municipality, region or province, it becomes possible to take meaningful action. Collectively, individual efforts undertaken with an awareness of the "big picture" should gradually move us to a more sustainable future.

Planning for sustainability also means becoming more aware of the connection between land use and such matters as resource use, waste generation, and pollution of air, land, and water. Essentially, that requires taking a more holistic view of planning for human activities, beyond the traditional focus of land use, and in the context of the whole ecosystem. It does not imply that growth and development cannot occur, but that they must be undertaken with greater awareness of all their effects, and more carefully to ensure protection of environmental and community values.

In the future, policies, plans, and proposals should not be judged solely on their economic merits, or on their contribution to housing, recreation or other social objectives. They must also be judged on whether they contribute to the regeneration and sustenance of the ecological health of the bioregion. We cannot do this by planning around the environment; we have to learn how to plan with it, if we want both environmental and economic sustainability.

NEW PLANNING NEWS 6

Planning goals: What kind of future do we want?

Ontario

VOL. 1, NO. 2 — NOV./DEC. '91

Alice: "Would you tell me, please, which way I ought to go from here?"
The Cheshire Cat: "That depends a good deal on where you want to get to."

As a first step towards clarity in land-use planning, the Commissioners established five working groups and asked them to tackle a basic question: "What do you think the goals of the planning process should be?"

Working group members came from a wide range of professions, affiliations and interests. Five groups were set up to consider goals appropriate for five different settings: urban, urban fringe, rural and small centres, Northwestern Ontario and Northeastern Ontario. The commissioners also hope to establish a sixth working group, for cottage country.

"Some people think we should just clean up the procedures in planning," says John Sewell, chairman of the commission. "But goals are important because if we don't know where we're going, it's impossible to provide reasonable procedures to get there."

To Commissioner Toby Vigod, it is clear that, "As a province, we need to have a vision of what we want. In Ontario today, planning is perceived as a process of 'let's make a deal.' People say there is very little planning in the Planning Act."

Much of this issue of *New Planning News* is devoted to the fruits of the working groups' labours.

Two points must be stressed:

1. The goals coming out the working groups are **draft goals**. The Commission invites comments on the draft goals set out in this publication. Please write us or plan to attend one of the upcoming public forums scheduled for early next year. You are urged to participate and make your views known. "We need to get broader public input," Commissioner George Penfold says.
2. The **public forums** scheduled for early next year are only the first of three such opportunities for public input. As Vigod says: "We really do intend this to be a continuing and fully open process."

On June 12, 1991, Municipal Affairs Minister Dave Cooke announced the appointment of the Commission on Planning and Development Reform in Ontario. Three commissioners were appointed: John Sewell, Toby Vigod and George Penfold. The commission is to deliver an interim report within one year and a final report a year later.

This newsletter is intended to provide notice of upcoming meetings as well as information of interest on the Commission's activities. Your comments are welcome.

CONTENTS

TERMS OF REFERENCE 2
WORKING GROUP VOLUNTEERS KEEN ON THE PROCESS 2
GOALS: A SHARED DIRECTION IN PLANNING 3
DRAFT GOALS
- URBAN 4
- URBAN FRINGE 6
- RURAL/SMALL CENTRE 8
- NORTHWESTERN 10
- NORTHEASTERN 11

PUBLIC FORUMS PLANNED 12

'TORONTO SOLUTIONS', OMB, ENVIRONMENT CITED AS KEY CONCERNS PROVINCE-WIDE

After meeting with individuals and groups across Ontario, the commissioners have come away impressed with the high degree of interest and response they have encountered. It is also clear that certain key issues are emerging.

Concerns about the environment and intensification of development are pervasive, notes commissioner George Penfold. "People want to know what intensification means in urban areas, in cottage country, in rural areas," he says.

According to commissioner Toby Vigod, one of the most persistent concerns — and one that "generates a lot of heat" — is the role of the Ontario Municipal Board. "Some people want to get rid of it," Vigod says.

"Others want to retain the OMB but are concerned about the scope of its jurisdiction. The lack of funding for citizens who want to appear before the board is yet another concern."

Ron Clark, chief administrative officer with the regional municipality of Ottawa-Carleton is among those who argue that the OMB should be eliminated. "In no other province can three unelected people overrule the decisions of the local council. . . . It's just undemocratic," Clark says.

In the recent Palladium decision in Ottawa, the OMB upheld the council's unanimous decision to approve rezoning of agricultural land for construction of a hockey arena, Clark says. The OMB hearing took "11 and a half weeks and about $2 million of taxpayers' money. It generated 22,000 pages of testimony. All so three people who don't live here could say that, yes, council was right."

With Ontario producing about 40 to 45 per cent of Canada's

Key Concerns —continued on page 7

This newsletter is published by the Commission on Planning and Development Reform in Ontario
180 Dundas St. W., 22nd Floor, Toronto, Ontario M5G 1Z8
Tel. (416) 325-8734; Fax (416) 325-8739; Toll-Free (by Dec. 1st)
Editor: Ann Silversides
If you would like to be on our mailing list, please let us know.
La version française sera fournie sur demande.

MAIL ➤ POSTE
Canada Post Corporation / Société canadienne des postes
Postage paid / Port payé
Blk / Nbre
S16658
TORONTO

TERMS OF REFERENCE

The Commission on Planning and Development Reform in Ontario was established under the Public Inquiries Act and the three full-time commissioners were appointed in mid-June 1991. The commission's terms of reference are as follows:

1. to examine the relationship between the public and private interests in land use and development;
2. to inquire into, report upon and make recommendations on legislative change or other actions or both needed to restore confidence in the integrity of the land use planning system, including the following matters:
   a) improvements to the integrity, efficiency, openness, accountability and goals of the land use planning and development review process;
   b) determination of the appropriate roles and relationships of elected officials, administrators, the development industry, interest and lobby groups, the public and the Ontario Municipal Board in the land use planning and development review system; and
   c) protection of the public interest in planning and land development and support of provincial priorities, including environmental and agricultural considerations.

   In inquiring into these matters, the commission is to include the following in its considerations:
   a) the effect of the development industry's concentration and structure on the ability of provincial and local governments to protect the public interest;
   b) the appropriate role of provincial and municipal policy in achieving consistent and fair land use planning decisions and the need for any change in provincial legislation;
   c) the adequacy of development control tools to implement public policy;
   d) the impact of the municipal financing system and large scale infrastructure projects on local planning and development decisions, and
3. to consult widely, undertake research, foster dialogue and make recommendations on amendments to the Planning Act, 1983 and other relevant legislation and to undertake other actions needed to achieve its mandate.

— Order In Council 1455/91

Key Concerns — from page 1

Gross National Product, "We can't have this engine locked in," he says, arguing that there are enormous delays and costs associated with the OMB.

Another key issue was raised at the Georgian Bay Association conference in early October, where commissioners heard from many representatives worried about the bay's carrying capacity. Conference organizers stressed the "overwhelming evidence that the area's prime concern in the next century (and perhaps for ever) will be proper environmental management."

Association spokesman John Birnbaum says members want to see some control of multi-use pressures on the finite shoreline of Georgian Bay. "All the stakeholders recognize the need to develop a vision for the entire bay that all jurisdictions can relate to," he says.

One option for improving planning is to encourage the formal circulation of planning proposals. For instance, if a new 700-boat slip were proposed in Midland, that project could be examined for its broader impact, since it would affect the whole bay, Birnbaum says. Another option would be to identify the bay as an area of provincial interest, he says.

Across the province groups and individuals have also expressed a great deal of concern about "made-in-Toronto solutions" to planning issues, says commission chairman John Sewell. Michael Burke, North Bay city solicitor, wants to ensure that the work of the commission takes into account the "fundamentally different" attitude towards development in Northern Ontario.

"In the North the direction from council, and the attitude imbued in staff, are to accommodate development to serve the economy. In the South that attitude is not a given," Burke says. "It doesn't mean that in the North we get steamrollered by developers. But people who have worked in the North know that a development proposal can have a direct impact on their particular job — if someone they know loses a job or an industry closes, if a whole town disappears . . . let alone whether their sons or daughters will be able to work four or eight hours away."

Tom Albrecht, spokesman for the London Development Institute (a group of London and district developers), is also concerned about made-in-Toronto solutions. Affordable housing is primarily a Toronto issue, he says, and proposed provincial solutions — like the one requiring 25 per cent of every new subdivision to be affordable — should not be imposed on municipalities that are not experiencing the problem. "In London, a report for city council found that 65 per cent of the housing stock in London is affordable, so we don't need the legislation," Albrecht says.



Commission Chair John Sewell exchanges views with Jim Rowland and John Jackson at a meeting of the Georgian Bay Association (Eastern Area). Delegates agreed on the need for control of multi use pressures on the bay's finite shoreline.

Working group volunteers keen on the process

Miriam Wall was skeptical when the commission invited her to join a working group that would formulate draft planning goals in Northwestern Ontario.

"But it was very surprising to me how quickly all these people with diverse interests came to consensus around key issues," says Wall, a planner with Andersen Management Services.

The commission set up working groups out of a firm conviction that people with an interest in planning should be involved early on in its work, commissioner Toby Vigod says. The groups would examine planning goals in five areas: urban, urban fringe, rural areas and small centres, Northwestern Ontario and Northeastern Ontario. And the participants chosen would represent a wide variety of interests.

"There was a lot of enthusiasm, I guess because people wanted the chance to influence policy," Vigod says.

Vigod says the commission wanted people who would put their opinions forward in a forceful

Process — continued on page 12

GOALS: A SHARED DIRECTION IN PLANNING

Planning makes a great deal of sense if there is a shared direction. Without direction, planning becomes a process without much content.

Unfortunately, no shared direction is set out in Ontario's Planning Act and a lengthy and confused process is the result. Before the process can be clarified, we think it essential that the goals and direction of planning be spelled out.

The statements of principle expressed in this newsletter present a vision of a shared direction; the goals help to clarify possible paths. These are not the only paths: other paths certainly exist. But here we have tried to highlight those goals that, at this time, seem most needing of definition.

The goals emerged from meetings with five working groups of people from diverse backgrounds. (As this newsletter went to press, the Northeast working group had not completed its meetings. As well, we hope to develop further goals of special relevance to cottage country.)

While the goals are not the product of a formal consensus, they do represent significant common ground. The goals are all linked together: the web is not seamless (indeed there may be some conflicts), but the general direction they head in is clear, and thus we expect the goals to be taken not individually, but as a group, supporting one another. We expect that public discussion and comment will help make them clearer, more concise, and in some cases even show that some of these paths may not be ones we should take, or that there are attractive new paths.

Two common issues were addressed by all of the working groups: the natural environment, and infrastructure. We have pulled these goals out of the conclusions of each group, consolidated them, and summarized them below.

We will turn to questions of process in the next phases of our work, once general consensus about goals seems apparent. We expect that questions of process will form a significant part of the Commission's work in the coming months.

Our hope is that once debated, revised and agreed on, the statements and goals will be set in a legal framework that will give them authority to direct all those engaged in planning the future of Ontario, whether at the municipal or provincial level.

John Sewell / Toby Vigod / George Penfold

COMMON GROUND

All of the working groups addressed two issues: the natural environment, and infrastructure. We, the commissioners, have consolidated and summarized these goals.

Infrastructure

1. Most new development will occur on lands served by municipal water and sewage infrastructure. Uses such as residential, commercial and industrial projects and subdivisions not dependent on a rural location will be directed to areas where municipal water and sewage service are, or will be, available.

2. Decisions regarding infrastructure and development will respect and strengthen existing cultural and historical patterns such as important natural and archaeological features, roads, buildings, neighbourhoods, settlements and tree lines.

3. The use of septic tanks for new development will be discouraged and, in the expectation that alternatives will be developed, will be prohibited after January 1, 1996.

Natural Environment

1. The integrity of the natural environment and ecosystems will be protected, sustained and enhanced, and to this end wetlands, recharge areas, ravines, river valleys, streambelts, floodplains, significant woodlots and special natural features will be identified, evaluated and protected before decisions about development are made; and development will not be permitted in these areas. Development will not be permitted if it detrimentally affects the integrity of areas of natural and scientific interest, fish and wildlife habitats, natural landscapes. Development will not be permitted on lands adjacent to the lands and features included in this statement if it adversely affects them.

   To further clarify where development is restricted or not permitted, municipalities shall plot such areas on maps.

2. To maintain natural shorelines and to protect water quality, shoreline vegetation and vistas, setbacks of at least 20 meters will be required.

3. Changes will ensure that ground and surface water quality and quantity and air quality are protected. Changes that result in the ecological carrying capacity of lakes and waterways being exceeded will not be permitted.

4. Where there is on-site deterioration or impacts, development must remediate the quality of air, water and soil.

Conformity

It is our intention to require that all provincial and municipal actions and policies be in conformity with these goals.

URBAN WORKING GROUP

Statement of Purpose

The purpose of planning cities is to achieve healthy urban areas that are prosperous, safe, comfortable places to work and live, offering a wide range and balance of social, economic and cultural opportunities. Healthy cities are constantly changing, and planning should encourage and direct change in ways that increase the confidence that residents, employees and investors have in the life of the city.

The current challenge for cities is to retrofit existing urban forms, patterns, buildings and infrastructures to become more efficient while adapting to continued demographic and economic change and respecting and strengthening historic patterns; to protect the integrity of and, where appropriate, rehabilitate and restore natural systems, including water and air; and to strengthen a social environment amenable to a population diverse in customs and beliefs, an environment that encourages participation in the social, economic and political life of the city.

Healthy cities need strong and clear economic strategies predicated on a healthy environment, and as one part of these strategies, land-use planning can help secure public amenities including environmental rehabilitation.

This statement of purpose applies to all urban areas, whether or not they are formally called cities. It will be amplified in regulations under the Planning Act.

Policies to be Pursued to Achieve this Purpose:

1. **Infrastructure**
   Changes to cities must maximize the efficient use of public resources and infrastructure and must result in per capita declines in the use of energy and water.

   These goals will be achieved by public policies and private initiatives that: permit and encourage both an intensity and diversity of uses of building types rather than low density, single-use structures and areas; increase the use of public transit and decrease the use of private automobiles; provide accommodation close to areas of significant employment; in areas of existing significant intensity of residential, employment or other uses, encourage changes that achieve a balance of uses; conserve water in daily life.

2. **Fair distribution of benefits**
   Changes in cities must provide residents with a greater sense of security, belonging and participation in the health, wealth and cultural life of the city. This will be achieved by public and private policies and initiatives that ensure accommodation that is affordable by all residents and households; encourage the opportunity for all neighbourhoods to include residents diverse in ability, age, income and race; support safe, vibrant, public streets, squares and spaces.

3. **Natural systems**
   Changes in cities must protect wetlands, rivers and streams, and other significant natural areas.

4. **Remediation**
   Where appropriate because of on-site deterioration or impacts, changes in cities must remediate the quality of air, water and soil.

5. **Risks**
   Changes in cities involve risks, to both the public and the private sectors. The goal is a fair balance of shared risks and opportunities and will be achieved by gathering, widely distributing, and considering information on current conditions and future effects; long-range planning done by or for the city; public, open debate of options; public, open consideration of development proposals.

6. **Extension of urban fabric**
   The addition of new land to the urban fabric through development must satisfy the goals outlined above. This will be done by public policies and private initiatives that, among other things: achieve a level of residential, commercial and public development density, making efficient use of normal city infrastructures; create a diversity of uses; integrate and support transit service.

*According to Toronto city planner **John Gladki**, urban sprawl is the most important planning issue for city areas. Hard questions have to be asked about how far society as a whole wants to subsidize sprawl. Although rarely highlighted, the environmental bill for low density development includes the costs of dependency on automobiles as well as the costs of providing building infrastructure (pipes, hydro) and services (garbage pick-up) when houses are spread apart.*



Goals Regarding Process

1. Decision-making processes at all levels should render final decisions in a timely fashion through a process that is fair, open, accessible, co-ordinated and efficient.

2. Planning decisions generally involve two activities: the establishment of planning policy; and the implementation of that policy.

   Once established, planning policies should not be subject to constant change, but should endure over time to provide a coherent, long-range, predictable guide to the future of the municipality. As a result, the implementation of planning policies, whether as-of-right or upon application by landowners, should have predictable results capable of expeditious determination.

3. The reconsideration of general plans must be done in such a way as to permit the participation of the public in the deliberations. Changes within general plans must permit participation appropriate to the degree of change contemplated.

4. To ensure the greatest predictability possible regarding development approval and to ensure that development approval energy is directed to changes which, in the context of the neighbouring part of the city, can be considered substantive, cities will have responsibility for defining those changes to uses and built form that can occur without requiring Council approval. This will be done by cities being as explicit as possible about the physical form of new buildings permitted without individual planning review.

5. Official Plan amendments will be the exception rather than the rule, because most strategic decisions will be made in the five-year review.

Procedure for Amending Goals

Goals set out in regulations will be amended subject to the following general process:

a) notice is given of the intention to propose new goals;
b) an opportunity is given for public participation in the formulation of new goals;
c) the proposed new goals are published, and time is set for responses;
d) responses are heard; and
e) a final decision is made.

Goals will be reviewed every five years.

Conformity

Municipalities shall not enact bylaws or Official Plans or take other actions contrary to the regulations.

"When I first joined the working group I thought it was wrong to begin talking about goals, that this would all be motherhood," says development lawyer ***Alan Leibel****. "I realized I was wrong: The starting point has to be the end objective of the Planning Act. Obviously, a lot of the goals we articulated are motherhood. Nonetheless it is important to articulate them." Leibel notes that the process is bound to become more contentious as the discussion about goals gets "more specific" and as "interest groups see they are not getting exactly what they want."*





*"We need very much to talk about goals. They are not spelled out in the Act today. The goals as articulated reflect the group and I was surprised by the extent to which there were common perspectives about intensification and energy conservation and public transit. There was a lot of underlying common sentiment relating to compact community forms that are financially feasible. I thought there would be more divergence of views." —**Diana Jardine**, Ministry of Municipal Affairs (Director, plans administration branch, central and southwest)*



Janet Dey, a real estate executive, says working group members "have thus far been in agreement on things it is not difficult to agree on. But at some point we need to grapple with the link between land use and economic issues. . . . All the good land-use and environmental planning will be academic unless there is a healthy economic and fiscal climate." Some policies now emerging suggest municipalities raise money from levies or make charges per square foot on development. These kinds of policies, Dey notes, "were largely conceived in boom time. What is needed is to develop public policy and regulations that are relevant throughout varying economic cycles."



URBAN WORKING GROUP

Michael de Gruchy
Citizens for a Safe Environment

Janet Dey
Vice-President, Development, Wesnor Developments

Stephen Fong
Toronto-based architect

Rosemary Foulds
Housing and social planner

John Gladki
Director, Policy & Strategic Planning, City of Toronto

David Hulchanski
Professor, Faculty of Social Work, University of Toronto

Diana Jardine
Ministry of Municipal Affairs

Allan Leibel
Lawyer, Goodman & Goodman

Jane Marshall
The Goldman Group

Paul Muldoon
Counsel, Pollution Probe

Lou Sage
Chief Administrative Officer, City of Hamilton

Ed Sajecki
Commissioner of Planning, City of York

Beth Savan
Associate Professor, Geography Department & Environmental Studies Program, University of Toronto

Sherene Shaw
Scarborough City Councillor - Ward 11

Ron Struys
Mastercraft Grouping

Bill Thompson
Commissioner of Economic Development, City of Kitchener

Nick Tunnacliffe
Commissioner of Planning, Regional Municipality of Ottawa-Carleton

Stephan von Buttlar
Development consultant

Carolyn Woodland
Landscape architect, Hough, Stansbury, Woodland Ltd.

The working group has been considering "a framework of values" that it can use to assess new ideas about "built form," Toronto architect ***Stephen Fong*** *says. He argues that the work of city-making has changed over the past two decades. Some 20 years ago, he says, "The idea was to build completely anew. Now most issues of city making are about retrofit. So the issue of built form that fits in and belongs on the street is more primary." As well, land acqusition costs have become so high that the public or private sector can no longer develop properties on their own. "For instance, today the City of Toronto could not afford to, alone, build a city hall. So unless we are willing to accept stasis, we need to look at new ways of city-building."*

URBAN FRINGE WORKING GROUP

The purpose of planning in the Urban Fringe is to protect the integrity of the environment, sustain and enhance the ecosystem, ensure farmland is protected, and help urban areas have clear outer edges.

To achieve these goals:

1. Development will not be permitted on the following lands: wetlands (at least Class 1-3), recharge/discharge areas, ravines, river valleys and natural corridors, significant woodlots, special natural features, environmentally sensitive areas and ANSI'S (areas of natural and scientific interest); and development shall be permitted in adjacent lands only if the integrity of these lands is protected. Conservation uses which enhance these areas may be permitted in appropriate circumstances.

   In conjunction with Conservation Authorities and the Ministry of Natural Resources, municipalities shall define and map the lands mentioned in this section, and include them with appropriate policies in the Official Plan.

2. Urban areas shall have clearly defined borders, and new urban additions will make efficient use of existing and new infrastructure. Development will only be permitted beyond areas now with draft subdivision plan approval (or with urban zoning where there is no plan of subdivision) if the following conditions are met:

   a) Municipalities shall not include Class 1-3 farmlands and specialty crop areas within the urban area boundary unless it is clear there is no practical alternative to permit growth reasonably anticipated in the next twenty years;
   b) Municipalities shall prepare a twenty year plan to meet urban needs, including a plan for the development and funding of infrastructure and servicing in the area to be included;
   c) Policies have been put in place permitting intensification to medium density throughout the urban area, subject only to site plan approval or performance standards;
   d) Policies have been put in place encouraging balanced self-sufficient communities including inclusive zoning methods to create an appropriate supply of housing affordable to those who work and live in that community, and proposals to minimize automobile commuting to and from work;
   e) In the area to be included, an appropriate mix of uses are permitted and residential densities will be sufficient to efficiently support services such as transit, schools and ambulances. Such density should be at least 15 units per net residential acre unless it can be conclusively demonstrated that a lesser density can achieve the objective. In slow growth communities of less than 5,000, it may be appropriate to allow lower density.

3. The municipality shall consider applications to extend the urban area boundary only during each five-year review of its Official Plan.

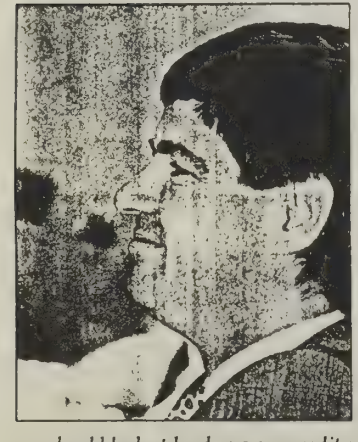
4. Scattered residential, industrial and commercial uses will be strongly discouraged in the urban fringe, and will be directed to areas where municipal water and sewage services are or will be available. Council will consider applications for scattered uses only during the five-year review of the Official Plan.

5. Decisions regarding infrastructure and development in the urban fringe will respect and strengthen cultural and historical patterns and features such as roads,tree lines, important natural features, and settlements.

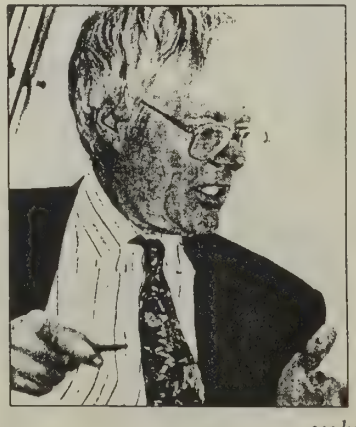
6. A diversity of agricultural, rural, and non-urban uses will be encouraged in the urban fringe.

7. It is recognized that fair transition practises should accompany the changes in policies outlined in these goals.

The group was unable to agree on whether specialty crop areas should be given the protection from development agreed to for those lands included in paragraph 1, above.



Don Fleming, in charge of urban development for Herity Corp., is enthusiastic about the goal that speaks to residential density requirements. He thinks we should look at land as a commodity like any other in the system and optimize its use. "It is wasteful to allow a pattern of development to use up too much land, and economies of scale will be useful." He says it won't be easy to sell this approach to the public, because people "may want a 50-foot lot and to be able to walk to work, something not possible in urban areas." Fleming says that as a land developer and a housebuilder he wants the Planning Act to have, as a goal, the achievement of a sound economic base for the province.



The agreement on an environmentally sensitive course of development in the urban fringe is important to **Brian Buckles** *of the Pickering Rural Association."Certainly the principles in place will help us get at the issues," he says. "If you enforce higher densities in green fields development, if you come up with actual parameters, clearly that will be very protective of environmental values." Buckles says he thinks there is already agreement at a fairly general level, and he's keen on seeing the process work. "But until you can see how it will actually work, you have to temper your enthusiasm."*



THE GLOBE AND MAIL

URBAN FRINGE WORKING GROUP

John Bacher
Preservation of Agricultural Lands Society

Vicki Barron
General Manager, Credit Valley Conservation Authority

John Bray
Ministry of the Environment

Margaret Britnell
Mayor, King Township

Brian Buckles
Businessman, Pickering Rural Association

John Fisher
Save the Oak Ridges Moraine

Don Fleming
Herity Group

John Ghent
Planner, Town of Oakville

Brenda Hogg
Social Worker (Richmond Hill)

Eldred King
Chairman, Regional Municipality of York

Zen Makuch
Canadian Environmental Law Association

Myron Pestaluky
Venturon Development Corporation

Paul Ross
Ministry of Municipal Affairs (Kingston)

Neil Smith
Ministry of Agriculture and Food

Sally Thorsen
Commissioner of Planning & Development, Region of Waterloo

John van Nostrand
Architect/Planner, John van Nostrand Associates Ltd.

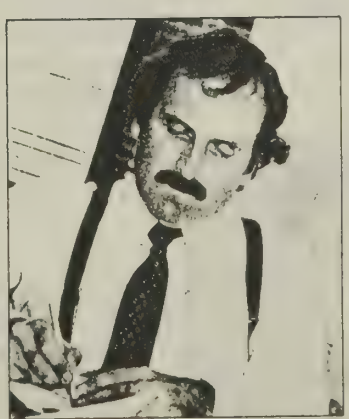
Dennis Wood
McCarthy Tetrault

*"The whole issue of intensification gets a lot of theoretical support because it makes economic sense, but the public may not want it in practice," **Sally Thorsen** says. For Thorsen, commissioner of planning for the Region of Waterloo, it is important to both educate the public about the need for higher density development and improve design so that such areas become more attractive and wean people away from the appeal of lower densities. Thorsen says one of the most telling elements in the working group discussions is the idea that "We'd all like to know that no means no." This means "that agricultural land policies are not just straw men that allow developers to take pot shots" to try to get the land designated for urban development.*





*"My interest is to see the urban line become more stable," says **Neil Smith**, director of the land-use planning branch of the Ministry of Agriculture and Food. "There is still some confusion about where the urban fringe is: whether it is between existing development and lands designated for future development, or between that land and agricultural land. I think the urban fringe exists where the urban line turns into agricultural land. That is where there is a lot of speculation — speculation that is encouraged because of uncertainties in current planning."*



Dennis Wood, a municipal, land use and environmental lawyer, likes goal #1 on the integrity of the natural environment. "It looks on the face of it like a motherhood issue, but I feel strongly that we ought to agree as a society on those areas that ought not to be subject to development pressure. This goal takes a jump forward by taking the discretion out of the process, saying `this is not negotiable.' It identifies the critical environmental areas right off the top. Too many times, areas like significant woodlots and wetlands have been seen as opportunities for special gain. . . . People have been willing to take a flyer and see if they can bully through a proposal."

RURAL/SMALL CENTRE WORKING GROUP

Statement of Purpose

The purpose of planning in rural areas and small centres is to support and enhance the social, economic and cultural vitality of rural areas and small towns; to protect natural environments, ecosystems and the rural landscape; and to preserve, manage and enhance the rural resource base.

The following goals amplify this statement:

1. **Social, economic and cultural vitality.** To support and enhance the social, economic and cultural vitality of rural areas and small towns:
   a) Development in rural areas will be directed to existing settlements;
   b) Development in the countryside will be the exception rather than the rule, and such development will be permitted only where it does not impinge on other goals set out herein;



THE GLOBE AND MAIL

   c) A range of housing and employment opportunities will be created as an alternative to urban living;
   d) Changes will complement and strengthen significant historical, cultural and natural features; and
   e) The existing infrastructure will be efficiently used, and new infrastructure, including transportation, communication, utility, water and sewer systems, will be located, designed and managed to conform to these goals.

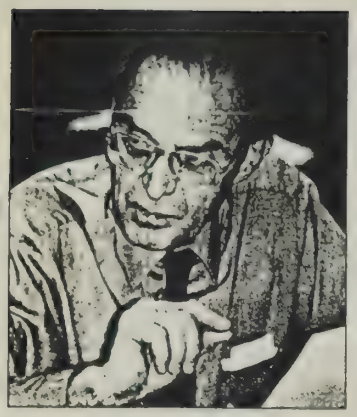
2. **Ecosystems and landscapes.** To protect natural environments, ecosystems and the rural landscape:
   a) Changes will not reduce ground and surface water quality or quantity, or reduce air quality;
   b) Changes will protect the integrity of, and not occur on Wetlands Classes 1 - 3, or on areas of natural and scientific interest. Changes will not detrimentally affect other natural features such as shorelines, bodies of water, woodlots, animal and fish habitats, vistas or defined areas of beauty;
   c) Where appropriate, development will be used as a tool for the preservation of natural features and for the remediation of existing on-site deterioration of the quality of air, water or soil.

3. **Rural resource base.** To preserve, manage and enhance the rural resource base:
   a) Agricultural land, Classes 1 - 3, and other high priority agricultural land will be protected for future agricultural use.
   b) In exceptional cases where no alternative lands are available for the expansion of an existing rural community, agricultural land protected in the preceding paragraph may be used for development provided residential density is five units per net acre or more.

4. **Process.** To ensure that the planning process affords a high degree of responsible decision-making within these goals, and to ensure that the planning process functions quickly and efficiently:
   a) More timely public input and more effective ways of incorporating such input will be mandated;
   b) Adequate information will be made available to the public and to decision-makers. This may include: providing funding or resource people to assist in information gathering or dissemination; and requiring that full information be made available to all concerned prior to any appeal being considered by the Ontario Municipal Board or other body;
   c) Municipalities, regional governments and the provincial government will prepare appropriate plans for long-term strategic and integrated land use, including economic, resource, fiscal, infrastructure and environmental plans;
   d) The development approval process will be streamlined for those projects meeting planning goals and strategic plans and
   e) Engineering standards will respond positively to environmental and aesthetic concerns.



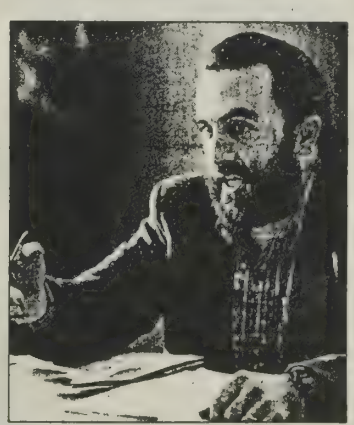
"My real concern is whether the commission's final proposals will effectively break the pattern that now exists, in which new urban housing and recreation development rolls out onto prime agricultural land," says Elbert van Donkersgoed of the Christian Farmers' Federation. He stresses that prime agricultural land makes up only 8 per cent of Ontario's land base. "The present process doesn't make a distinction between good and poor land. Goal #3 aims to protect prime agricultural land and identify clearly the situations under which exceptions can be made. The options for good urban development range from intensification, to expanding onto poor quality land, to leaping over good quality land."



"A lot of people will be cautious and suspicious and say this is all motherhood stuff," says **Stephen Rodd**, *who teaches at the University of Guelph's school of rural planning and development. "But I am delighted at the way this group of people took as a serious goal bringing the environmental dimension of land use in the countryside into the planning system." Before, Rodd says, this goal was entirely missing — the economics of land use had always been paramount. He says, "These goals put environmental protection on an equal footing with economics and aim to ensure that economic returns are not obtained at the expense of the environment. This is particularly important in rural areas, because natural resources are located in rural areas."*



Peggy Hutchison, a farmer and member of the Grey County Association for Better Planning, emphasizes goal #1, which aims at directing development to existing settlements. "Telephones and cars have made it easy to be scattered, and people have watched while communities disintegrate around them. Encouraging development in existing settlements is not just efficient and economical, it is also socially viable. . . . Often you don't see affordable housing in small centres, where people could use day care and walk to stores. This creates a level of hardship and expense: there is a responsibility to ensure affordable housing in small centres. The reality of farming is grounded in 100- to 200-acre parcels of land, but if you're not farming, you don't want to be that isolated."



Larry McDermott, chair of the planning committee for Lavant, Dalhousie and North Sherbrook Township, says that for him the most important goal is the one speaking to strategic planning for rural areas and small communities. "I like the idea that it is bottom-up, that it is about empowering communities. But I also feel we should have talked about sustainable development. A strategic plan with sustainable development will make planning easier. Right now people don't understand the rationale behind planning. But if people see that allowing opportunities for future generations is a goal, then if something is restricted (because it does not support sustainable development) they will support the restriction."

"I am particularly keen on the goal to support and enhance social, economic and cultural vitality," says **Jordan Grant** *of the Seaton Group, a development company in Woodbridge. "A lot of people are concerned about preserving and protecting — what we should not do, compared to what we should do. There is a lot of talk about the changing rural economy . . . and the draining of small towns. So it is important to replace the farm-based economy with other alternatives so there is a choice of economic activities. It is important that the planning system recognize changes that are going on and make opportunities for people to move back to small towns."*



RURAL AND SMALL CENTRES WORKING GROUP

Barbara Brownell
Executive Director, North Wellington Advisory Group (Arthur)

Gary Davidson
County Planner, County of Huron

Barbara Dembek
Director of Planning, Township of Wilmot (Waterloo)

Patrick Donnelly
Planning Supervisor, Ausable Bayfield Conservation Authority

Ted Emond
Former Mayor of Orillia — Consultant

Wayne Fairbrother
Lawyer, Templeman Brady Menninga Cort Sullivan & Fairbrother (Belleville)

Jordan Grant
Seaton Group (Woodbridge)

Ella Haley
Researcher (Guelph)

Rae Horst
Ministry of Natural Resources

Peggy Hutchison
Grey County Association for Better Planning

Sue MacPherson
Senior Planner, Walker Wright Young

Mike Maloney
Coalition Advocating Responsible Development

Sharon McCrae
Reeve, Ops Township, Victoria County

Larry McDermott
Councillor - Lavant, Dalhousie & North Sherbrooke Township, Lanark County

Jean Monteith
Planning Consultant — Monteith Zelinka Ltd. (London)

Pauline Morris
Ministry of Municipal Affairs

Stephen Rodd
University of Guelph

Neil Smith
Ministry of Agriculture & Food

Case Vanderham
Farmer (Holland Centre)

Elbert van Donkersgoed
Christian Farmers Federation of Ontario

Brian Ward
Ministry of the Environment (Kingston)

Bryan Weir
Director of Planning, Peterborough County

John Willms
Lawyer, Willms & Shier

NORTHWESTERN WORKING GROUP

Statement of Principle

The purpose of planning in Northwestern Ontario is to maintain and enhance communities that are socially and economically healthy, with a strong sense of stability; maintain ecological functions and environmental features; make efficient use of existing and new infrastructure; and ensure the quality of social and economic life.

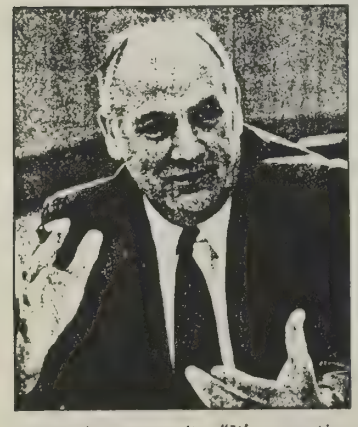
Goals

The following goals will be adopted by some legal mechanism in furtherance of the Statement of Principle:

1. Economic development will be pursued and encouraged, and must go hand in hand with environmental protection. A healthy natural environment is a significant resource for future jobs and economic opportunities.

2. To develop an appropriate framework for planning and decision-making which ensures that important decisions are made in Northwestern Ontario rather than in Southern Ontario:
   a) Regional structures will be established with the following responsibilities and obligations:
      i) to undertake strategic planning in the region, including the planning of infrastructure such as public and private roads;
      ii) to have the same approval powers delegated from the Provincial Government as are available to other regions, including overseeing development approval at the municipal level;
      iii) to provide ongoing professional advice and support to local municipalities;
      iv) to control development approval in unorganized areas;
      v) to assume appropriate responsibility for regional service delivery including social services, housing and economic development, as and when appropriate, and no later than seven years after being established;
      vii) to be fully consulted in the planning and use of Crown lands.
   b) Regional structures will consist of officials elected either directly or indirectly from the region. The exact form of the regional structure will be determined by municipalities, First Nations and other interests in the region.
   c) Several options exist for regional structures. Regional structures could be established for the Kenora Planning district, an area roughly west and south of Savant Lake, where water flows west and south; and for the Lake Superior Planning district, an area roughly from Atikokan in the west, and White River in the east, running north. Alternately, one regional structure could be established for the whole area.

3. Changes that diminish the integrity of wetlands, streambelts and floodplains will not be permitted, and no development will be permitted in Class 1-3 wetlands, streambelts, or floodplains. To further clarify where development is not permitted, municipalities will plot such areas on maps.



To Cliff McIntosh, president of the Quetico Centre, goal #1 represents an important shift in thinking — the change in perception to valuing the environment. But he says he would have preferred for the goal to go further and reinforce the ecological approoach, rather than just environmental protection and economic opportunity. "It's a question of looking at living systems instead of looking at fragments." For McIntosh the old way of thinking, which meant looking at things in economic terms only, simply reproduced existing problems.

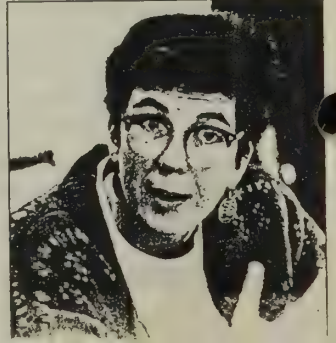


Bruce Hyer, a member of Environment North, says he is particularly pleased about goal #2, which speaks to the need for regional planning and government structures. In the north, he says, municipalities are islands in a sea of Crown land. "In the past, Crown land planning has been a totally separate process. Regional structures would provide a link between municipalities and Crown land . . . and maybe facilitate a shift in policy making, so that it is more directly controlled in the North." Hyer says he is pleased that "almost all the concerns" raised are mainly related to the environmental concerns — "and I didn't have to raise them!"

Brenda Reimer of the Lakehead Social Planning Council says she was pleasantly surprised by the consensus reached on the need for a regional planning authority. "Here, there aren't big land developers developing large tracts; instead there may be individuals who want severances or changes from official plans. That is the scale of decision-making." A regional authority would "provide overall principles and help municipalities deal with these decisions locally, without having to go all the way to Toronto."



Miriam Wall, a planner with Andersen Management Services of Thunder Bay, is particularly keen on the goal of setting up a municipally driven regional structure to deal with planning issues. Now communities have to deal with Toronto if, for example, they want to redesign zoning. "Very few municipalities have planners, and they use consultants from Toronto. There is a lack of accountability: if a planner from Toronto consults in Rainy River and it doesn't work out, there is no accountability back to the community. A regional body would have planners on staff. It would also provide a forum for the Ministry of Natural Resources to sit down with professionals here and develop ongoing relations."



4. To maintain natural shorelines, policies and procedures will be put in place for setbacks to protect water quality, shoreline vegetation and vistas.

5. To protect surface and ground water quality, the use of septic tanks for new development will be discouraged, and users of septic tanks will be encouraged to use either full municipal servicing or non-water based systems.

6. New town sites will not be permitted. Scattered development will only be permitted if it pays for physical and social servicing costs and does not compromise the environment.

7. In order to protect surface water quality, the ecological carrying capacity of lakes and waterways undergoing change will be calculated, and changes which will result in such carrying capacity being exceeded will not be permitted.

8. Changes to land-use policies should recognize the need to give fair consideration to those with active development proposals that might be adversely affected.

9. The planning process will be timely, open, accessible and co-operative. Certainty can be achieved with key goals and principles being set out in advance. The process should be integrated, with public officials co-operating to achieve public objectives. An appeal process, if needed, shall be appropriate to the scope and scale of the change being requested.

NORTHWESTERN WORKING GROUP

Dale Ashbee
Ministry of Northern Development & Mines

Wendy Bell
Mayor of Marathon

John Callan
Chief Administrative Office, Dryden

Dennis Cromarty
Nishnowbe-Aski Development Fund

Gordon Cuthbertson
General Manager, Planning & Building Dept., Thunder Bay

Silvio Di Gregorio
Developer, Bruno's Contracting

Karen Farrell
Northwest Ontario Economic Development Network

Margaret Harris
Dorion Township Councillor

Bruce Hyer
Environmentalist

Victoria Kosny
Lakehead Rural Planning Board

Don Manahan
Planning Consultant

Cliff McIntosh
President, Quetico Centre

Allan G. McKitrick
Lawyer, McKitrick Jones Kislock

Iain Mettam
Ministry of Natural Resources

Dusty Miller
Councillor, City of Thunder Bay

Glenn Nolan
Atikokan Citizens' Group

Richard Potter
Lakehead Conservation Authority Chair

Fred Poulter
Lakehead University

Brenda Reimer
Lakehead Social Planning Council

Wayne Scott
Ministry of the Environment

Ian Smith
Ministry of Municipal Affairs

Miriam Wall
Andersen Management Services



For Wayne Scott, director of the Northwestern region for the Ministry of the Environment, all the goals "link together and the overall structure appears to be a way to address all the issues." Scott says people from the south don't understand that the province has vast areas of unorganized land where there are no government structures, no townships, no surveys. "The current planning procedures address organized communities, but outside those boundaries there are no (zoning) rules," he says. "A regional body is a way to bring direction, where individual decisions can be considered in light of a series of principles. It is just horrendous now how many times that major policy decisions are being made on the basis of someone's little application."

NORTHEASTERN WORKING GROUP

This group held its first meeting in late October, about the time that other working groups were winding up. Although the meeting was preliminary, people were clearly interested in the concept of ecosystem management for the Northeast, says participant Jean Marc Filion, a teacher and conservationist. But they did not want that concept to override the importance of the survival of communities, especially those in dire straits such as Elliot Lake and Kapuskasing, he said. Michael Burke, North Bay city solicitor, notes that participants expressed caution about adding a layer of government, but spoke of "the very real need for technical (planning) expertise for the region . . . and for regional policy statements." He adds: "One of the main debates was that Northeastern Ontario does not see itself as a wilderness reserve for Southern Ontario . . . we have a lot of communities in place and we want to keep them in place."

NORTHEASTERN WORKING GROUP

Bill Beckett
North Bay-Mattawa Conservation Authority

Wayne Belter
Administrator, Clerk/Treasurer (Mattawa)

Lynne Bennett
Councillor (North Bay)

Jack Bourne
Northland Engineering (1987) Ltd.

Roman Brozowski
Nipissing University College

Dan Brunette
Ministry of Natural Resources (Sudbury)

Michael Burke
City Solicitor (North Bay)

Jim Burke
Ministry of Municipal Affairs (Sudbury)

Jeff Celentano
City Planner (North Bay)

Jean-Marc Filion
Teacher (North Bay)

Art Hinds
Planning Administrator & Secretary Treasurer, Manitoulin Planning Board

Claude Lafrance
Ministry of Environment (Sudbury)

Keith Lewis
Environment Director, North Shore Tribal Council

Brennain Lloyd
Coordinator, Northwatch

Robert Lucenti
Lawyer - Lucenti, Rivard & Orlando

Heather Ross
Assistant Coordinator, Teme-Augama Anishnabai Bear Island

Stephen Sajatovic
Director of Planning and Development (North Bay)

Gino Tedesco
Developer

Process

From page 1

way, but who would also willing to listen and build consensus. "I was really surprised by some of the creative ideas that emerged and the way discussions really took off in certain areas," she says. Participants volunteered their time.

In each of the five areas, working group members were asked to discuss what planning should attempt to accomplish. According to commissioner George Penfold, "In all cases, we held more meetings than originally intended. People needed time to sort out the differences between what planning should accomplish and how that should be accomplished."

The working groups were set up to have a limited life span, and the draft goals they articulated are to go forward for public consideration. As a result, participants tend to be concerned about what will happen with the draft goals they have spelled out. But many of them express real enthusiasm about the working group process.

According to architect Stephen Fong, the neutral setting allowed for a good flow of discourse.

The working group process was long overdue, says Cliff McIntosh of the Quetico Centre. He was a member of the working group on Northwestern Ontario. "The framework for planning now in place is based on concepts from the 1950s. When rapid and dynamic change is happening, you can't have a blueprint approach. You need an approach based on principles and concepts."

Elbert van Donkersgoed of the Christian Farmers' Federation was a member of the rural areas and small centres working group. In his view, "The meetings were very stimulating in terms of getting a whole variety of rural development issues out on the table — well articulated and from various perspectives. The commission got an earful, but they should not assume they've covered all the bases."

PUBLIC FORUMS
PLANNED FOR 1992

The Commission will be travelling across the province several times in 1992 to hold open public forums.

The first set of hearings will concentrate on the proposed planning goals, and are scheduled as follows:

January 1992

Tues. 14th	Burlington
Weds. 15th	Thorold
Thurs. 16th	London
Tues. 21st	Ottawa
Weds. 22nd	Kingston
Thurs. 23rd	Cobourg
Mon. 27th	Thunder Bay
Tues. 28th	Sault Ste. Marie
Thurs. 30th	Owen Sound

The forums will be held from 1 – 4pm, and 7 – 9pm in each community.

The Commission invites written submissions at the following address:

Commission on Planning and Development Reform in Ontario
180 Dundas Street West,
22nd Floor
Toronto, Ontario M5G 1Z8
Fax: (416) 325-8739
Tel: (416) 325-8734

For those outside the '416' area code, a toll-free number will be in place after December 1st. This number may be requested through directory assistance.

If you would like to appear before the Commission, please complete the form and attach it to your submission .

Public forums will be also be held in the following communities:

May/June 1992

Belleville
Cornwall
Gravenhurst
Kenora
Stratford
Sudbury
Timmins
Toronto
Windsor

Oct./Nov. 1992

Barrie
North Bay
Peel Region
Pembroke
Peterborough
Sarnia
Thunder Bay
Waterloo Region
York Region

Public forums will also be be scheduled for early 1993.

I WISH TO APPEAR BEFORE THE COMMISSION.

FIRST NAME _____ LAST NAME _____

STREET ADDRESS _____

CITY _____ POSTAL CODE _____

HOME PHONE _____ BUS. PHONE _____

IF YOU ARE PRESENTING A BRIEF ON BEHALF OF A GROUP OR ASSOCIATION, WHAT IS ITS NAME?

WHICH FORUM WILL YOU ATTEND? _____ COMMUNITY _____ DATE _____

WOULD YOU PREFER TO APPEAR IN THE : _____ AFTERNOON _____ EVENING

COMMENTS:



ACCOPRESS®

25070	YELLOW/JAUNE	BY2507
25071	BLACK/NOIR	BG2507
25072	BLUE/BLEU	BU2507
25073	R. BLUE/BLEU R.	BB2507
25074	GREY/GRIS	BD2507
25075	GREEN/VERT	BP2507
25077	TANGERINE	BA2507
25078	RED/ROUGE	BF2507
25079	X. RED/ROUGE X.	BX2507

MADE IN CANADA BY/FABRIQUÉ AU CANADA PAR
ACCO CANADIAN COMPANY LIMITED
COMPAGNIE CANADIENNE ACCO LIMITÉE
TORONTO CANADA

HAMILTON PUBLIC LIBRARY
3 2022 21334542 0